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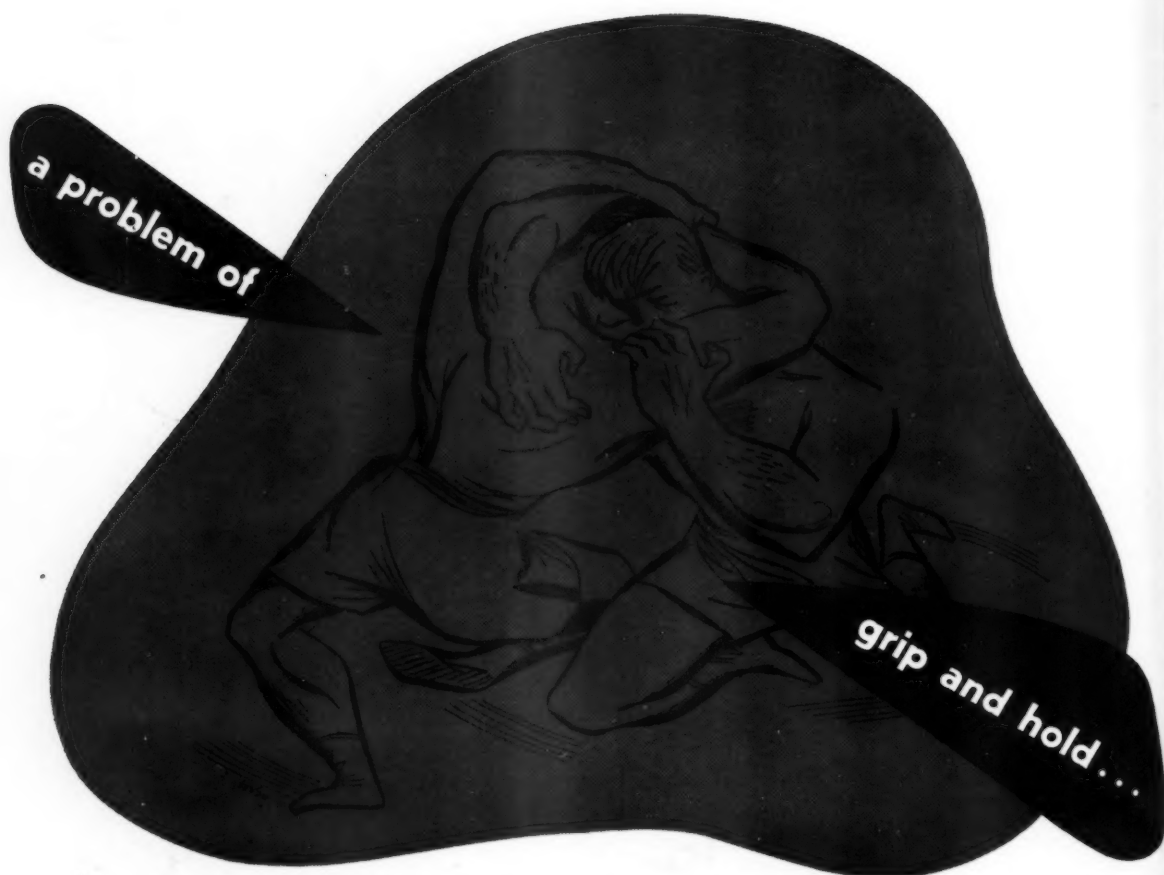


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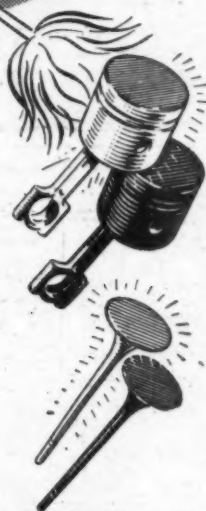
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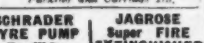


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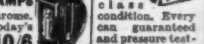
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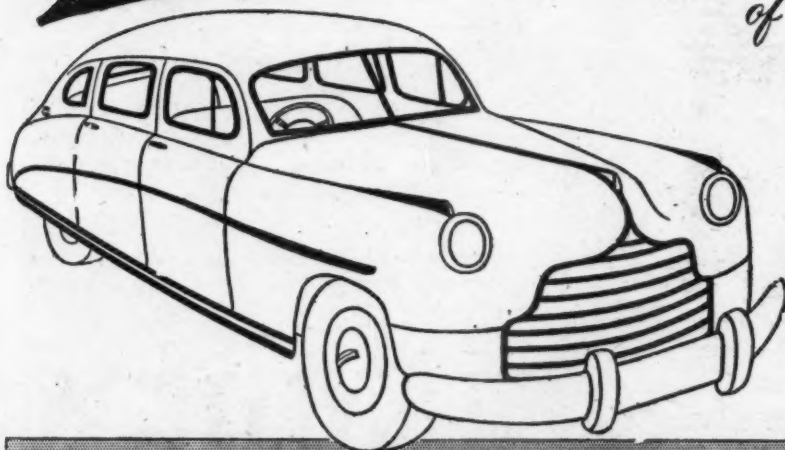
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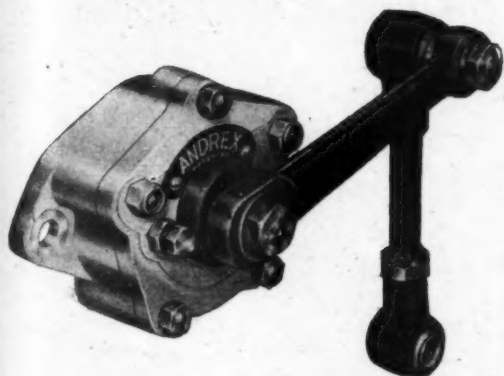
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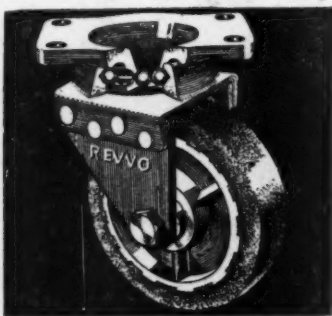
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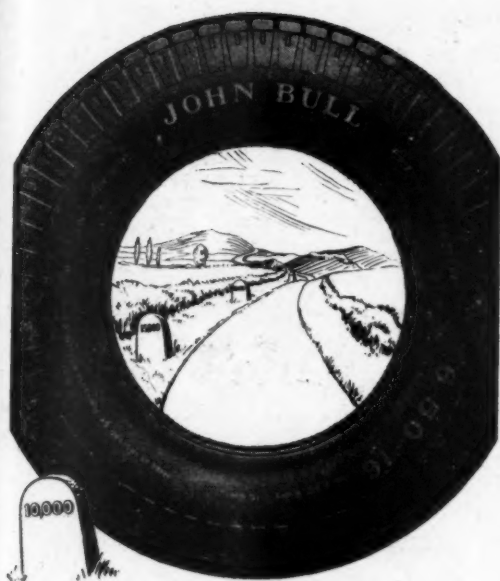
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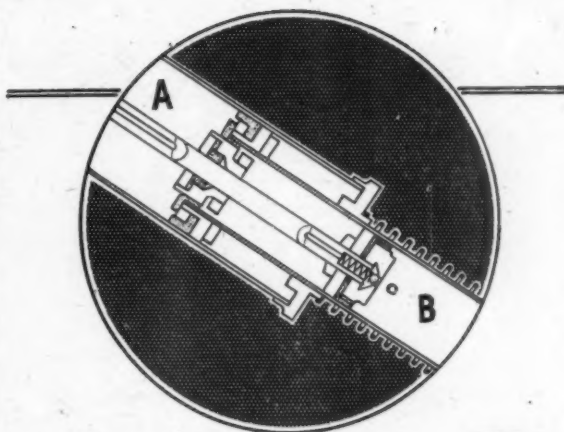
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The Autocar

FOUNDED 1895

No. 2856

FRIDAY, JULY 28, 1950

Vol. XCV

Left or Right ?

AS was recorded last week, the Minister of Transport has decided eventually to make the fitting of mechanical direction indicators compulsory. The moment is opportune, therefore, for Mr. Barnes also to consider if the existing type of British indicator is the best design available. On the whole, we doubt it, and suggest that the American "blinking light" type has its points.

The semaphore arm has two major drawbacks. One is that it is invisible over a fairly wide segment at the rear, and this blind area has led to a number of accidents, particularly to motor cyclists; the figures were given in an official report on accidents to Service riders, published a year or two ago. The other, of lesser importance but with the threat of increase as a result of higher speeds, is the distortion of the semaphore by wind pressure, causing failure to return.

The blinking light indicator reduces blind areas, but it is not perfect. In bright sunlight and against unsatisfactory surroundings, lights are not invariably visible with ease. None the less, this imperfection is comparatively slight, and may be capable of elimination. The electrical circuit involved in the device should be no more liable to breakdown than the solenoid circuit.

It must be emphasized that the use of signals—all signals—is informative and not mandatory; the onus remains on the driver to ensure that it is safe to carry out his intention. None the less, it is obvious that the more that can be accomplished in giving the information accurately and clearly, the fewer the accidents resulting from a misunderstanding of the purpose of signalling.

One final point is relevant. Driver visibility to the sides and rear of cars is still not as good as it might be; indeed, frontal visibility itself could be improved. We advocate research into the best form of direction indicator before any compulsion is exercised, and also renewed efforts to improve visibility.

Pigs in Pokes

MOTORISTS continue to be caught by the intricacies of the hire-purchase laws. It cannot be too strongly emphasized that a car which is the subject of a hire-purchase agreement remains the property of the finance company until the agreement is concluded, and the purchase of such cars is likely to involve the buyer in considerable loss when the car is reclaimed. None the less, the suggestion of Mr. Justice Hilbery in a recent case that such cars should carry "some prescribed exterior indication" is hardly likely to find favour, for motorists would find such a brand very humiliating, while acknowledging that it was for their protection. An entry in the registration book would suffice.

The purchase of a second-hand car must inevitably have something of the pig in a poke atmosphere about it, unless the history of the vehicle is intimately known. However, the hire-purchase trap can be avoided if a declaration is sought in advance that the car concerned is free of such entanglements; purchase from a reputable trader, of course, ensures this automatically, for good firms cannot afford bad bargains. If "snips" appear on the market elsewhere, the buyer should beware of placing too much trust in the total mileage recorder; the faith of the innocent in this row of figures borders on the pathetic.

Buyers are most frequently deceived by the state of the engine, which is, of course, the heart and soul of the car. It requires long experience and considerable knowledge to detect wear in an engine in the course of a short trial run. Once again, reputable traders are accustomed to strip engines down when necessary and examine them before sale, effecting desirable replacements. Where this has not been done, the buyer should remember that there are independent engineers who will make a survey of a car for a fee, much as a surveyor will look over a house.

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RESULTS

COUPE DES ALPES : Jaguar XK120 (Ian Appleyard). 745 c.c. Dyna Panhards (driven by Lapchin, Grosgeat, Burgerhout and Signoret).

BEST TEAM OF ONE MAKE AND BEST FRENCH TEAM : 745 c.c. Panhards, driven by Signoret, Lapchin, Burgerhout.

BEST FOREIGN TEAM : M.G. Midgeys, driven by Kenk, Keller and De Regibus.

CLASS AWARDS :

750 c.c. : Dyna Panhard (Signoret), France.

1,100 c.c. : Renault 4CV (Landon), France.

1,500 c.c. : M.G. TD (Kenk), Switzerland.

2,000 c.c. : Sunbeam-Talbot (Murray Frame), Britain.

3,000 c.c. : Alfa Romeo (Di Stefano), Italy.

Over 3,000 c.c. : Jaguar XK120 (Appleyard), Britain.

BEST TEAM ON PERFORMANCE INDEX IN TESTS.—Sunbeam-Talbots (Murray Frame, Hartwell, Garrad), Britain.

IN the thirteenth International Alpine Trial, which finished at Cannes on Friday last, Ian Appleyard, driving a Jaguar XK120, was the only large-car driver to win a Coupe des Alpes, and by a series of brilliant performances in the various tests en route gained a selection of subsidiary trophies which gave him an unchallengeable claim to have made the best performance in the event. His navigator was his wife Pat, elder daughter of Mr. W. Lyons, chairman of Jaguar Cars, Ltd. and this year's President of the S.M.M.T. Besides the Coupe des Alpes they won *The Autocar* cup for the best performance in a British car and trophies for fastest time of the day on the autostrada speed trial and the Col de Vars hill-climb, best performance in the Tre Croce hill-climb, best aggregate in the special tests, plus fastest time of the day in the test of accelerating, braking and manoeuvrability, held on the quayside at Cannes.

The other outstanding feature of the Trial was the brilliant debut of the new 745 c.c. Dyna Panhards, which won four Coupes des Alpes. Those who have driven the 610 c.c. Dyna already know that this is a small car which creates entirely new standards in steering, road-holding and suspension, but with the enlarged engine giving 30 b.h.p. it showed itself capable of challenging the 1,100 and 1,500 c.c. cars, which it frequently passed on downhill stretches and several times beat on the timed climbs on the mountain passes. Its flat out speed was convincingly illustrated on the autostrada speed trial in Italy where the fastest examples clocked over 70 m.p.h.

Two-thirds of the finishers were British

ORDEAL in the A

Ian Appleyard in a Jaguar XK120 Wins Coupe des Alpes and Makes Best Individual Performance in 13th Alpine Rally : Brilliant Debut of New 745 c.c. Dyna Panhards, Which Win Four Coupes des Alpes

and cars made in Britain won three of the six capacity classes based on engine size.

The difficulties and dangers of this year's Alpine Trial left no doubt about its continuing right to be known as the premier test of mountain motoring, and of the 95 cars which passed the scrutineers at Marseilles only 38 survived to take part in the eliminating test at Cannes a week later. Nor was the ordeal yet over. Engines of the winners were

carefully scrutinized, and two of those who had retained clean sheets throughout this gruelling and exhausting event, Masset and Colas, both with Dyna Panhards, were disqualified. The scrutineers alleged that Masset had an induction pipe on one cylinder of the twin-cylinder engine which was 1 mm over the standard diameter, and that on Colas' engine both pipes were oversized. Both drivers lodged protests at once; their engines were sealed and they were flown to Paris by



Signoret and Guibourdenche with their 745 c.c. Dyna Panhard, winner of the 750 c.c. class and members of the winning team. They won a Coupe des Alpes.



Di Stefano's Alfa Romeo Superleggera coupe passing the Citroën driven by L. Tibesar and Mme Dr. Vax, from Luxembourg, in the Dolomites. Di Stefano had a walk-over in the 3-litre class after all other competitors had retired.

René Panhard in his private aircraft with an official of the organizing club. Masset claimed that he had only taken delivery of the car a week before the event and had not had time to run it in properly, much less to modify it.

This event is now so tough and contains so many hazards in the long course over the most difficult and dangerous mountain roads in Europe that a fine car and a fine crew are not sufficient for success. Besides mechanical and physical endurance of the highest order, they still need the element of luck. Appleyard himself skidded on one corner on the rough, narrow Forclaz Pass, smashing a wing and buckling a wheel, but was able to continue without losing marks, yet similar incidents produced the retirement of several other competitors. No one had harder luck than Murray Frame, who made every check on time, put up a fine performance in the intermediate

e ALPS

(More photographs on page 829)

tests and would have won a Coupe des Alpes, but lost five marks when his starter failed to work at Monte Carlo after his dynamo had let him down on the preceding night's run. His Sunbeam-Talbot was kept going by regular exchanges of battery with other members of the team but none of them was able to finish without losing marks. Garrad was delayed by punctures and a loose fuel filter and other troubles, then Gatonides broke his axle when leading the 2-litre class. Finally, Hartwell, after a brilliant run, collided with a Citroën in Switzerland and although he stopped and gave first aid to the injured passenger, was stopped at the frontier by the firing of pistols, when he tried to run through non-stop as the Rally competitors are normally allowed to do. The loss of 53 minutes over this incident gravely damaged the team's chances, which finally disappeared the next day when Hartwell's dynamo came adrift and he reached Cannes 59 minutes late.

The Hillman Minx driven by Tom Wisdom was kept going, despite electrical troubles, by the efforts of his navigator, Humphry, but was put outside time limits by fuel pump failure.

The team of three 1½-litre Rileys, although carefully prepared, suffered a loss on the first section when Fothergill retired with valve trouble, and the next day Norman Black was eliminated with a damaged water pump. The third car was, however, driven through to finish by Jack Sangster.

With so many Coupes des Alpes to their credit, the position of the baby Panhards for the team prize could not be challenged, but the M.G.s took the foreign car team prize although not with the three Swiss TDs which were originally fancied. One of these was in



Supt. Gott of the Herts County Police with Inspector Gillespie of the City of London Police descend into Gletsch at the end of the very difficult run over the Oberalp and Furka Passes. Behind them are a Dyna Panhard and the Swiss TD M.G. driven by Kenk. In the background is the Rhône glacier.

trouble with its gear box on the first night and a second crashed on its way from St. Moritz to Megève. However, the organizers, who exercise their own discretion in selecting the best three cars of one make, added to Keller's TD that of Kenk—1,500 c.c. class winner—and the TC admirably handled by the French driver de Regibus. M.G.s accounted for seven of the 12 finishers in the 1,500 c.c. class and some of the TDs were still showing plenty of tread on their original tyres, whereas the heavier and faster cars were on their third set of tyres at the finish.

Another team which had particularly

bad luck was the H.R.G. contingent. One of their best drivers was eliminated before the start when Mrs. Nancy Mitchell was summoned home owing to illness in the family and Gott lost time with his petrol tank split open, but kept going with the aid of rubber tubing and a collection of cans in the luggage compartment. Shepherd seemed to be all set to win a Coupe des Alpes but lost a minute on the terribly rough and rocky Galibier Pass and was further penalized when the lead of his ignition coil came adrift in the middle of the timed climb on the Col de Vars.

Not were the hard-luck stories all



Having collected almost every available trophy in the road section, Ian Appleyard went on to make best performance in the manoeuvrability test at Cannes. Here is his Jaguar, with special air vents on the bonnet and the front wing cut away following his accident on the Forclaz Pass. In front of the bumper is an extra powerful horn.

ORDEAL IN THE ALPS continued

British. The misfortunes of Gautruche with his Citroen Six were recorded last week and there was great regret when Auriach, who had retained a clean sheet and was confidently expected to win a Coupe des Alpes with his Dyna Panhard, crashed into a rock on the last stretch, injuring his wife. Some of the most experienced drivers with an imposing record of successes to their credit were eliminated quite early, like Gerlach, who overturned his Panhard on Mont Ventoux, Lesur, who retired with a faulty wheel bearing on his Simca, and Gerakis, whose Citroen was eliminated by a minor accident. The worst accident was that of Leonard Potter, a previous winner of a Coupe des Alpes, mentioned last week. Attempting to overtake another car in a blinding cloud of white dust, he did not see a bend in the road until too late and slid over a thousand-foot precipice. Fortunately, Potter and his navigator Gill were thrown out when the car hit a tree during the fall. Gill escaped with concussion and was not as badly hurt as at first thought, but Potter's injuries are feared to include a perforated lung.

The first two stages of the event were fully described in last week's issue of *The Autocar*. The third stage from Cortina in the Dolomites to Innsbruck began with a timed climb of the Tre Croce Pass, which took the place of the Mont Ventoux regularity test, which was cancelled owing to a breakdown in the car carrying the timekeepers. The steep Italian pass with its loose, dusty surface and treacherous corners was so difficult that none succeeded in achieving the standard speed laid down for his class and it therefore became a handicap hill-climb in which British cars took the first four out of five places. Appleyard and Habisreutinger with XK120 Jaguars and Wilkins with the Silverstone Healey all had to compromise between the desire to spare cold engines which had been standing in the open all night and the need to make up time after fitting new tyres, and so took the first part gently and the later part flat out with the following results on handicap:—

5km Timed Climb on Tre Croce Pass.

The following received cups for coming nearest to speeds set for their class:

1. Jaguar XK120 (Appleyard), 5.8 sec over time.
2. Jaguar XK120 (Habisreutinger), 10.8 sec.

3. Healey Silverstone (Wilkins), 15.6 sec.
4. Sunbeam-Talbot (Hartwell), 23.6 sec.
5. Dyna Panhard (Auriach), 29.8 sec.

Soon afterwards, however, the competitors in the 3-litre class suffered a series of misfortunes which left Di Stefano the sole survivor to win in a walk-over with the Superleggera Alfa Romeo. Frye, whose cream Lea-Francis had been doing very well indeed, was unable to continue from Cortina as his silencer fell off and smashed his petrol tank on the rebound. Then Wilkins, entering a corner fast on loose gravel, found the throttle jammed open by a flying stone and slid into a rock, damaging his steering. The remaining Healey driven by Walker was eliminated shortly afterwards through failing to stop at the time control at Heiligenblut. Bonnot, with the Lago Talbot Baby, had already retired, and Vink the Dutchman, with the Rover 75, had withdrawn, reporting unsuitable gear ratios and braking troubles.

This stage also saw the end of the Jaguars' chances for the team prize. Nick Haines had to withdraw with a faulty wheel bearing and Habisreutinger crashed into the granite markers on the edge of a precipice when he found two cars approaching him abreast round a blind corner.

Third Stage, Cortina-Innsbruck.

The following completed the stage without penalty: Peron, Lapchin, Colas, Masset, Grosgeat, Mme. Ambert, Burgerhout, Signoret, Auriach (Dyna Panhard), Vint, Landon (Renault 4 CV), Fabrega, Heurtaux (Simca), Fuhrmann, Keller, Kenk (M.G.s), Shepherd (H.R.G.), Miani (Simca), Hartwell, Murray Frame, Perring (Sunbeam-Talbot), Appleyard (Jaguar).

The fourth stage from Innsbruck to St. Moritz, although fairly short, included a timed climb on the Stelvio, and here Appleyard, having difficulty in getting into bottom gear, missed one of the few trophies which escaped his grasp, being beaten by Di Stefano's Alfa Romeo. A good climb was also made by Bult-Marques, a Spaniard driving a pre-war 3½-litre Bentley, with great spirit and regularity. The H.R.G.s did well, with Gott and Richmond closely contesting first place in the 1,500 c.c. class and Price easily beating all comers among the 1,100 c.c. cars.

5km Timed Climb on the Stelvio.

750 c.c.: Dyna Panhard (Grosgeat), 12 min 6.2 sec. 1,100 c.c.: H.R.G. (D. W. Price), 11 min 20.3 sec. 1,500 c.c.: H.R.G. (J. H. Gott), 10 min 21.1 sec. 2,000 c.c.: Sunbeam-Talbot (Murray Frame).

10 min 25.2 sec. 3,000 c.c.: Alfa Romeo (Di Stefano), 9 min 49.4 sec. Over 3,000 c.c.: Jaguar XK120 (S. Y. Barasay), 10 min 14.1 sec.

Fourth Stage, Innsbruck-St. Moritz.

The following completed the stage without penalty: Peron, Lapchin, Colas, Masset, Grosgeat, Mme. Ambert, Burgerhout, Signoret, Auriach (Dyna Panhard), Heurtaux, Fabrega (Simca), Landon (Renault), Mayer, Keller, Flower, Kenk, De Regibus (M.G.s), Shepherd (H.R.G.), Lauga, Miani, De Pester (Simca), Hartwell, Murray Frame, Perring (Sunbeam-Talbot), Sempert (Citroen), Appleyard (Jaguar), Bult-Marques (Bentley).

The fourth stage from St. Moritz to Megève along the length of Switzerland was specially difficult. The section over the steep and dangerous Oberalp and Furka passes, past the Rhône glacier, was governed by very tight time controls, placed so that there was no appreciable main road motoring on which to gain time. Several experienced competitors who had tried it before the trial, dismissed it as impossible, and so it proved for most competitors. Difficulties in Switzerland were increased by the attitude of the population, which was usually obstructive and sometimes actively hostile, and conditions were very different from those in France, Italy and Austria, where large numbers of police co-operated with an enthusiastic population to help competitors keep up the required average.

The long and difficult Forclaz Pass, like a British trials hill stretched out for ten miles, was a final hazard which cost many lost marks. On arrival at Megève four British competitors, Appleyard, Garrad, Shepherd and Murray Frame, were the only ones outside the small car class to have completed the day's run without penalty.

Fifth Stage, St. Moritz-Megève.

The following completed the stage without penalty: Lapchin, Colas, Masset, Grosgeat, Burgerhout, Signoret, Auriach (Dyna Panhard), Shepherd (H.R.G.), Garrad, Murray Frame (Sunbeam-Talbot), Appleyard (Jaguar).

The final stage from Megève to Cannes consisted of 390 miles of very difficult going over the 9,000-foot Iseran the Glandon, Croix de Fer, Galibier and the Col de Vars, which was timed. Several competitors experienced vapour lock troubles with the alcohol used in the French Super petrol and on some cars like the Jaguars drivers had been obliged to cut holes in their bonnets to cut down the temperatures. One of the most difficult sections was the Galibier Pass, where for several kilometres at the summit the track disappears in a vast expanse of bare rock and boulders, and broken springs are the reward of any attempt to maintain the scheduled speed. The strain was increased by efforts to nurse failing transmissions and accessories so as to avoid penalties when the cars were inspected at the finish. The most important prize winners appear on page 824, but there were many more subsidiary prizes and everyone who finished can be proud of himself and his car.

7km Timed Climb on Col de Vars.

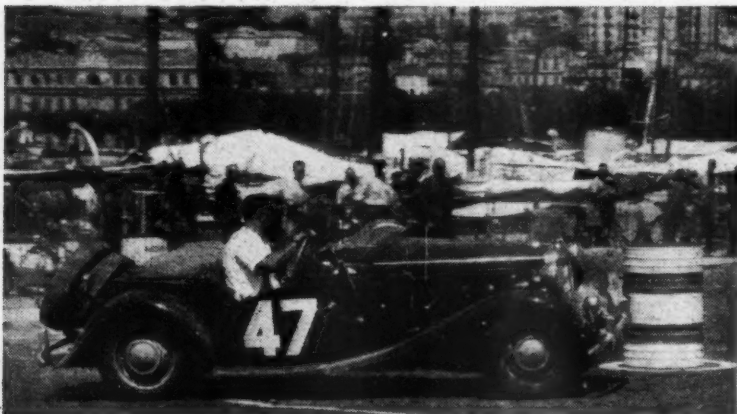
750 c.c.: Dyna Panhard (Signoret), 8 min 39.8 sec. 1,100 c.c.: H.R.G. (Price), 8 min 9.2 sec. 1,500 c.c.: H.R.G. (Gott), 7 min 37.2 sec. 2,000 c.c.: Citroen (Sempert), 8 min. 7 sec. 3,000 c.c.: Alfa Romeo (Di Stefano), 7 min 17.6 sec. Over 3,000 c.c.: Jaguar (Appleyard), 6 min 7.2 sec.

Sixth Stage Megève-Cannes.

The following completed the stage without penalty: Lapchin, Colas, Masset, Grosgeat, Burgerhout, Signoret (Dyna-Panhard), Landon (Renault 4 CV), Murray Frame (Sunbeam-Talbot), Appleyard (Jaguar).

Eliminating Test: Acceleration, Braking and Steering, at Cannes.

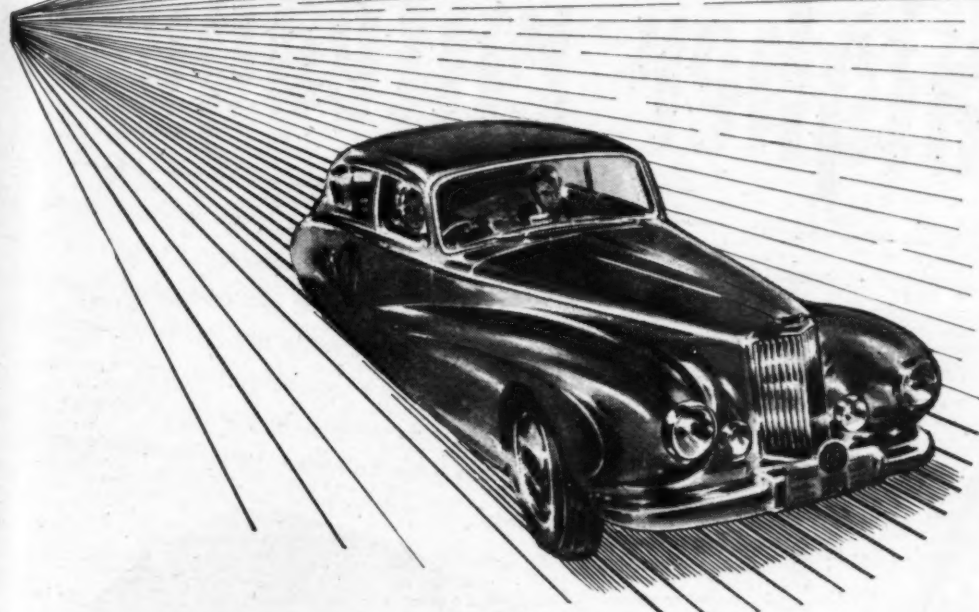
750 c.c.: Dyna Panhard (Signoret), 33.4 sec. 1,100 c.c.: Simca (Fabrega), 33.4 sec. 1,500 c.c.: M.G. (Midget (De Regibus), 32.8 sec. 2,000 c.c.: Sunbeam-Talbot (Hartwell), 33 sec. 3,000 c.c.: Alfa Romeo (Di Stefano), 40.4 sec. Over 3,000 c.c.: Jaguar (Appleyard), 29.8 sec.



J. H. Keller takes his TD M.G. round the pylon in the manoeuvrability test at Cannes. Fastest in the 1,500 c.c. class was de Regibus with a TC M.G. and Flower with a TD was only 1/5 sec slower.

INTERNATIONAL ALPINE TRIAL

1948 1949 1950



SUNBEAM-TALBOT WINS AGAIN 1st & 2nd

(2 litre class)

(Drivers: G. Murray-Frame & Norman Garrad)

CHALLENGE CUP

For Best Performance any 3 cars of one make

Stelvio Pass Climb. Timed Test on Autostrada, Col de Var

1st

(2 litre class)

ACCELERATION & BRAKING TESTS

Subject to official confirmation

THE SUPREME SUNBEAM-TALBOT • A PRODUCT OF THE ROOTES GROUP



Yes, sir . . . this new tyre definitely gives you

higher mileage

At last a tyre especially designed to withstand the severe conditions imposed by modern high performance cars — the new Avon H.M. with a thicker and deeper tread which cannot fail to give you far more miles whatever car you run. Built on an immensely strong, safe casing with buttressed shoulders, this tread bristles with good features. New slotted rolling ribs give better directional control. Wider, flatter road contact gives extra grip. Centre traction bars give greatly increased braking efficiency — and bigger air capacity gives extra comfort. In a multitude of ways you will get better service from the Avon H.M. — but above all you will get what its name implies — *Higher Mileage*. See it at your dealers today.



The
AVON
H·M

NEWS and VIEWS

Lord Hives

THE Rolls-Royce managing director, who was created a baron in the Birthday Honours List, has taken the title of Lord Hives of Duffield, in the county of Derbyshire.

New Car Registrations

IN March of this year 11,370 new cars were registered, a figure somewhat above the totals for recent months. They were divided into categories, thus:

Up to 1,000 c.c.	1,511
1,000 to 1,500 c.c.	4,508
1,500 to 2,000 c.c.	1,075
2,000 to 2,500 c.c.	2,790
2,500 to 3,000 c.c.	490
Over 3,000 c.c.	996

R.A.C. in Dover

OFFICES are now available for the assistance of R.A.C. members at three addresses in Dover. The Ferry House office, adjoining the Marine station, is open from 8 a.m. to 9 p.m. and touring advice and all information on Dover shipping services is available.

Further offices are at Ferry Dock and Eastern Dock.

NEW CAR DELIVERIES — A LEGAL POINT

LAWYER - ON - WHEELS writes: Dealers' dove-cotes were, it seems, seriously fluttered by a decision of Mr. Justice Humphreys (Monkland v. Jack Barclay, Ltd.) on June 30. The B.M.T.A. Covenant scheme came into operation on August 15, 1946. Earlier that year Jack Barclay, Ltd. had accepted from the plaintiff an order for a new Bentley. The terms of the order included an undertaking by the dealers to use their best endeavours to secure delivery of the car on the estimated delivery date (left blank), and a stipulation that the dealers did not guarantee a time for delivery and should not be liable for damages in respect of delay in delivery.

Meanwhile the Covenant scheme came into force. When the plaintiff's turn came, Barclays wrote and asked whether he would sign the Covenant. He replied in the negative, pointing out that the Covenant scheme was not in existence when he placed his order. Barclays, having already supplied the plaintiff with a pre-Covenant-ordered Silver Wraith, which he had sold, quite properly, at a profit of £1,100, this time jibbed, and when the plaintiff's Bentley came along, they allocated it to the next customer in rotation, who was prepared to sign the Covenant. The plaintiff claimed, as damages for breach of contract, the loss of the profit which he would have realized on a resale of the Bentley.

Mr. Justice Humphreys awarded him £1,500, and in so doing decided two points of importance to the motor trade: (1) He said that the provisions in the

"WE have not only a policy at the Ministry of Transport, but we have also the plans for a complete road system as far ahead as we can possibly see," declared Lord Lucas, the Parliamentary Secretary to the Ministry of Transport, replying to a debate on road accidents last week in the House of Lords. "We lack only one thing. It is not a policy we want: it is not plans we want—it is the word 'Go,' to put the policy and the plans into operation."

Lord Lucas had earlier given figures of the number of road accidents. He said that the Press had given every help, and police patrols had done more to secure a reduction in road accidents than any other single factor. Greater enforcement of the law meant a larger police force. Much money was being spent on cycle tracks, and it was right that use should be made of them. While there were all classes of traffic moving at varying speeds on the same roads there were bound to be accidents. Segregation of traffic was the solution, but it was an expensive matter. Economic circumstances were hard task-masters.

Much money had been spent on by-pass roads, but they were not used, and something would have to be done to enforce their use. There was also the question of unwieldy vehicles on the roads, and street lighting was another factor in road accidents. Some of the glare from motors on the roads at night was shocking. Whether that was caused by lack of care on the part of the driver or the designer of the car, he was not prepared to say. The vehicle driver might have to have more restrictions put on him, and there would be no ground

for complaints if new regulations were also put on pedestrians and cyclists. The Government would consider the suggestion that pedestrians should also conform to the rules and regulations at traffic crossings. He hoped that in the very near future they would be able to introduce regulations embodying the best scientific advice and practice at their command, for discussion at least.

A.A.—1949-50

THE modern desire for statistics is well served in the annual report of the A.A. for the year ended April 30, 1950. However, A.A. figures do mean something, for they tell of the increased popularity of motoring, and of its physical increase in spite of economic difficulties.

Membership reached 919,732; 200 new motor cycle patrol outfits joined the yellow and black band; 26,000 motorists used the free breakdown service (14,000 last year—ageing vehicles?); 700 motorists a month used the night breakdown service in London; 45,000 legal queries were answered; and 470,000 was recovered by the claims recovery service, without cost to the members concerned.

Members got around and about: 480,000 routes were issued; over 25,000 sets of Customs documents were supplied for Eire, and 45,000 for the Continent.

But some had trouble: 95,000 members were given technical advice; patrols gave assistance on more than 2,000,000 occasions, and the radio-controlled breakdown teams assisted over 7,000 members.

The report was presented at the a.g.m. and luncheon, in London, on July 26.

fore, brought an action against the B.M.T.A., asking the court for an injunction to prevent the B.M.T.A. from putting them on the stop list or otherwise preventing them from allocating new cars to the customers concerned.

Mr. Justice Danckwerts said that he would approach the case on the assumption that the unfortunate dealers must either face the liability to pay heavy damages or else go out of business. It might seem unreasonable that the B.M.T.A. should propose to put Hartwells on the stop list in such circumstances; but that did not mean that an injunction should be granted to restrain the B.M.T.A. from acting in accordance with their rules, to which Hartwells had subscribed. It was not the B.M.T.A.'s fault that Hartwells were caught between conflicting contracts. And so the action was dismissed.

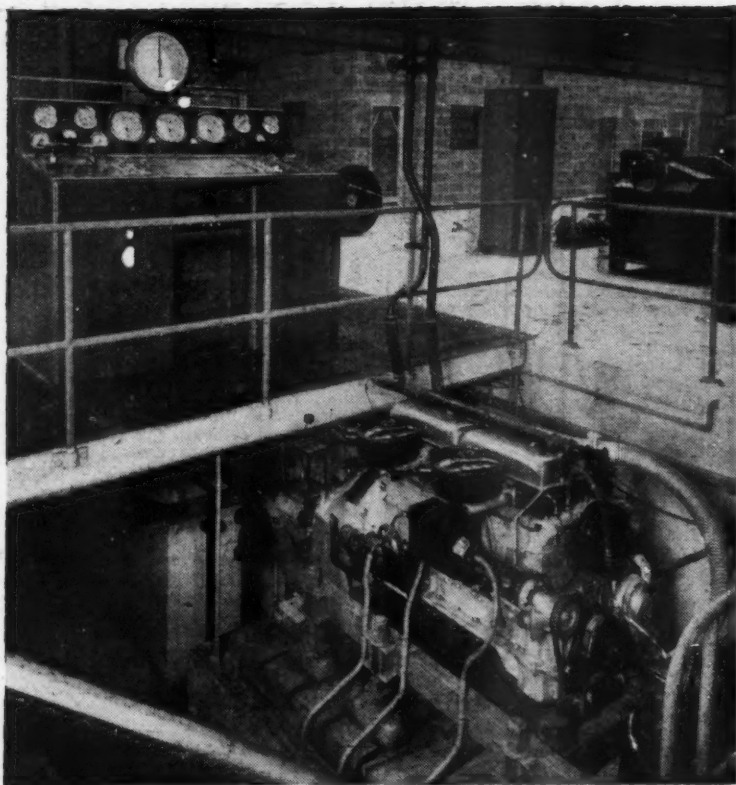
The next day, Hartwells having decided to appeal, the parties appeared before the Court of Appeal, Hartwells applying, with the approval of the B.M.T.A., to have the hearing of the appeal expedited. Sir Raymond Evered, the Master of the Rolls, naturally questioned Hartwells' counsel closely to the effect: "What is the hurry?" The Master of the Rolls expressed surprise on being told that, as other dealers were in the same position as Hartwells, cars all over the country would have to be held in storage, instead of being delivered to Covenant-free customers, pending the Court of Appeal's decision.

The court granted the application, saying that the appeal would be down for hearing on Wednesday, July 26.

order as to delivery must be construed as an undertaking to deliver within a reasonable time; having regard to the proved facts concerning the supply situation, a reasonable time had elapsed by May, 1948, when the plaintiff started his action; the dealers' argument that the wording of the order was such as to relieve them from any obligation to deliver at all was not worthy of mention; and the dealers were therefore in breach of contract.

(2) It is the second point which is of more immediate importance. The judge held that Barclays could not set up the Covenant scheme and considerations of public policy as a defence, because the scheme had nothing to do with a contract signed before the scheme had come into operation.

The matter was carried an important step further when the case of Hartwells, of Oxford, Ltd. v. B.M.T.A. came before Mr. Justice Danckwerts on July 19. Up to the end of 1945 a new car could be bought only with a Government permit. The Covenant scheme, as already stated, came into operation in August, 1946. In that "free" eight-month interval orders were placed for cars which are now coming up for fulfilment in their turn. Hartwells, faced with Mr. Justice Humphreys' decision, realized that they must, without demanding signature of the Covenant, meet the orders placed before August, 1946, or face serious claims for damages. The B.M.T.A. told them that they must not supply cars Covenant-free, and that if they did they would be put on the B.M.T.A.'s stop list. Hartwells there-



The driven engine and control panel of the axle test plant.

RESEARCH ON COMPONENTS

FULLY EQUIPPED TEST PLANT INSTALLED BY RUBY OWEN

IN the effort to improve still further the high quality of British cars, which is so important a factor in the export drive, Rubery Owen and Co., Ltd., of Darlaston, Staffordshire, who manufacture components for the motor industry, have set up a large research and experimental department. An ambitious programme of research has been started so that specific problems in connection with the company's products may be investigated and the results applied without delay. The work will, in fact, be complementary to that carried out by M.I.R.A., but will be concerned with specific rather than general applications.

With the most modern equipment available, the laboratory is carrying out dynamic tests on axles and chassis, static tests on chassis frames, static and dynamic tests on wheels, fatigue tests on many different components, tests on paints and other protective finishes, and tests on plastics. Pride of the department is a test machine for rear axles and chassis, believed to be the only one of its kind. This has been designed and constructed by Heenan and Froude, Ltd., in collaboration with the Rubery Owen Research Department.

It provides for accurate measurement of axle and chassis performance under varied conditions of load and speed, and also for fatigue testing. The wheels of the axle to be tested rest on steel drums

of 4ft diameter, and the shaft of the drums is connected through two gear boxes in tandem to a Heenan and Froude dynamometer. An A.E.C. diesel engine and gear box, developing 140 b.h.p. at 1,950 r.p.m., are coupled by a propeller-shaft to the final drive of the axle under test. Thus power is applied to the axle and transmitted to the drums, and is absorbed and measured by the dynamometer. There is a similar engine below floor level in line with the dynamometer, to which it can be coupled, so that power may be transmitted from the drums to the axle wheels. In this case power is absorbed by coupling the propeller-shaft from the axle to a direct current gene-

rator. Thus overrun conditions are reproduced. A centralized control panel carries all the necessary instruments, gauges and controls. The drums may be coupled or uncoupled, and locked by friction brakes operated hydraulically from the control panel. Thus one drum can be held stationary for carrying out tests through the axle differential. To simulate rough road conditions cam plates can be bolted to the drums.

In order that precise measurements can be taken of the forces involved in traction and torque reaction, and of torque input at the propeller-shaft, electronic instruments have been devised and produced in the research department. The plant can deal with the small 8 h.p. class of car or with the largest commercial vehicle.

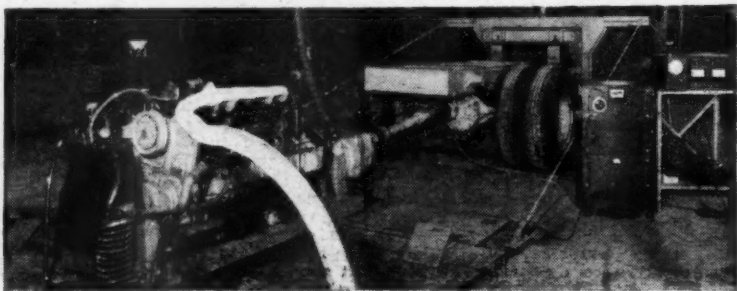
Axles are also being tested for deflection under static loads, strain gauges being fixed at four points. Chassis frames are being tested for deflection under load and torsional stiffness, in the manner adopted by M.I.R.A. (described in *The Autocar* last week).

Graphic Result

As manufacturers of wheels Rubery Owen naturally want to know just how much wheels will withstand and where they will eventually fail. Wheels without tyres are secured by the rims, or, if tyres are fitted, by the tyres themselves, and are subjected to load by a rotating out-of-balance mass which applies the load to the centre of the wheel. As a result of such tests it has been found that increasing the radius between the nave and the wheel nut recess from 0.312in to 0.5in has increased the life of the wheel by five times.

Other tests are to determine the fatigue life of flywheels, carried out on an Avery Schenk 20-ton pulsator which consists of a simple beam excited into vibration by means of a rotating variable speed out-of-balance mass. Another machine which imparts an amplitude-controlled vibration to a test specimen at a speed of 1,880 reversals per minute is used for research into methods of fixing small brackets to frame members. A typical application is the bracket used for supporting the silencer and exhaust pipe assembly, which is subjected to vibration via the exhaust pipe.

It is not often that research of this detailed character is able to have immediate practical effect on production cars, but the work at this Rubery Owen laboratory may well prove invaluable. A full description of the programme of testing would indicate the resourcefulness of the firm, and the foregoing account of tests on car components whose importance is of everyday experience to the motorist, will emphasize their value.



An A.E.C. oil engine is used to drive axles under test.

TRIAL OF TRIALS

SCENES FROM THIS YEAR'S CRUEL-

LING, BUT SPLENDID, ALPINE RALLY:

STORY BEGINS ON PAGE 824



BEHIND THE BARS: Parc fermé at Marseilles. Cars visible are de Regibus' M.G., Turnbull's Sunbeam-Talbot (85), and, facing, Citroen (Stempert), Simca (Armengaud) and three more Sunbeam-Talbots.



ALPINE CUP WINNER: Ian Appleyard and his wife scored a great success for Britain in the XK Jaguar. Here they are pushing the car into an inspection bay at Marseilles, and (right) hurtling round the many bends of the Col de Castillon.



SIDELIGHTS: Competitor shoots bridge, and hastens on ill-starred way; it is the Allard of Potter and Gill (see last issue). Below: Gautruche, last year's solitary Coupe des Alpes winner, and cup winner in 1948, and companion Mazalon, fix Rally plates to the front of their Citroen. The Frenchman did not, however, bring off the treble.



The Autocar ROAD TESTS



DATA FOR THE DRIVER

WOLSELEY SIX EIGHTY

PRICE, with saloon body, £600, plus £167 8s 4d British purchase tax. Total (in Great Britain), £767 8s 4d.

ENGINE: 20.1 h.p. (R.A.C. rating), 6 cylinders, overhead valves and camshaft, 73.5 x 87 mm, 2214.8 c.c. Brake Horse-power: 72 at 4,600 r.p.m. Compression Ratio: 7 to 1. Max. Torque: 101.8 lb ft at 2,200 r.p.m. 18.85 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 25 cwt 3 qr 16 lb (with radio fitted), (2,900 lb). L.B. per C.C.: 1.31. B.H.P. per TON: 55.61.

TYRE SIZE: 6.00 x 15in on bolt-on steel disc wheels.

TANK CAPACITY: 12 English gallons. Approximate fuel consumption range, 20-24 m.p.g. (14.1-11.8 litres per 100 km.)

TURNING CIRCLE: 40ft 5in (L and R). Steering wheel movement from lock to lock: 4 turns. **LIGHTING SET**: 12-volt.

MAIN DIMENSIONS: Wheelbase, 9ft 2in. Track, 4ft 6½in (front); 4ft 5in (rear). Overall length, 14ft 9in; width 5ft 6in; height, 5ft 3in. Minimum Ground Clearance: 7in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec
4.10 to 1	13.8	13.7	15.0
5.928 to 1	9.3	9.2	10.5
9.225 to 1	5.9	6.5	—
13.177 to 1	—	—	—

From rest through gears to:—

	sec	sec
30 m.p.h. ..	7.1	60 m.p.h. .. 24.4
50 m.p.h. ..	17.1	70 m.p.h. .. 38.6

SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	17-25	27-40
2nd	28-41	45-66
3rd	50-64	80-103
Top	78-5	126

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer m.p.h.
-----------------	-----------------------------

Car Speedometer	Electric Speedometer m.p.h.
10	8.75
20	18.0
30	26.5
40	34.75
50	42.75
60	52.0
70	60.5
80	69.5

WEATHER: Dry, warm; light wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of October 29, 1948 and September 9, 1949.

The current Wolseley has bold, modern lines, but maintains its identity. Provision is made for easy fitting of an aerial, seen here in the extended position, for the radio which is an optional extra.

No. 1412: WOLSELEY SIX EIGHTY SALOON

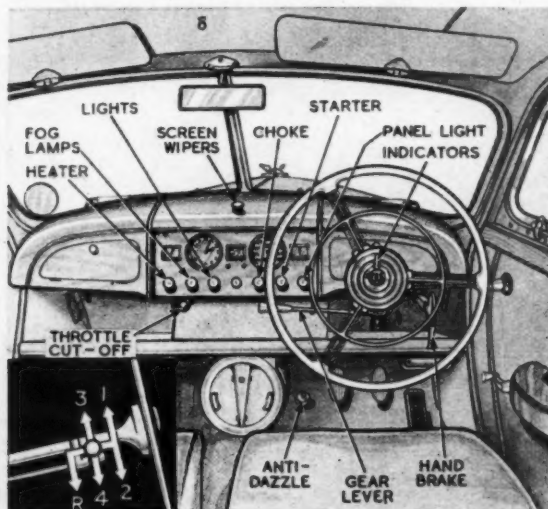
FOR very many years the Wolseley, ranging through a variety of models, has occupied a rather special position as a car of quality and distinction sold at a moderate price. The current Six Eighty six-cylinder model, which is now beginning to be seen in limited numbers in this country, offers modern features and appearance without leaning at all towards the garish.

In design it is unusual among "ordinary" as distinct from cars of sports character in the use of an overhead camshaft engine, fitted with two carburetors, and of noteworthy efficiency. The front wheel suspension is independent by torsion bars. This car's appeal lies largely in its providing a good performance delivered in a way that gives pleasure, together with comfort of riding and a roomy body, without its being at all unwieldy overall size. The business man can hurry in it over long distances without seeming effort, and also it is of a character thoroughly satisfactory to the family motorist who wants to carry three or four passengers. The engine is smooth and willing, and the maintained speed can be a genuine 60 m.p.h. on suitable roads. But also it is entirely tractable and flexible for leisurely motoring.

It is possible to pay it the valuable compliment that is always implied in remarking that on a journey it gets over the ground rather deceptively, with the result that the average speed, when there is any need to make good time, is rather better than had been realized. That is to say that the Wolseley is free from mechanical fuss, and that the speed available without stressing the engine is quite high; also, of course, that the climbing power is good and the acceleration brisk.

In keeping with a Nuffield Organization policy which has very much to commend it to a discerning motorist, the Wolseley is quite high geared, thereby giving the easy fast cruising already mentioned. With an engine of less than 2½-litre size, which therefore is economical, this results in the acceleration from very low speeds on top gear not being swift, although the engine is notably flexible down to 10 m.p.h. and even less on top gear. From about 20 m.p.h. onwards the engine takes hold strongly and the 50-60 m.p.h. range is reached satisfyingly quickly.

There is no actual need to change gear a great deal, but a driver who at times will use the gears can get rather exceptional results, for the high gearing applies also to the indirect ratios. As the engine will rev freely an unusually high range of speed is given on the different gears, as reference to the accompanying table will show. It is





A link with pre-war Wolseleys is provided in the preservation of the characteristic lines of the plated radiator shell and in the name medallion illuminated at night. Twin fog lamps are part of the extensive standard equipment.



The exterior door handles are of flush-fitting pull-out type, designed against being forced when locked. All doors are hinged at the front.

quite uncommon in a car of this description to have available over 40 m.p.h. on second gear and over 60 m.p.h. on third, these representing extreme limits and meaning that readings some 10 m.p.h. lower on each gear, but still high figures, can be comfortably used. For all its modern features there is in this respect something of the feel of the "vintage battleship" car about the Six Eighty.

Really brisk getaways can be obtained if the driver is hurrying and vivid climbs made of the steeper kind of hill with a gradient worse than 1 in 7, although it is a testimony to the power-to-weight ratio that the quite high third gear took the car over the customary 1 in 6½ gradient. On the steepest part of this hill a still better result could have been obtained if the driver had chosen to drop to second gear and use the engine's revving capabilities.

This Wolseley can be driven faster than the great majority of cars are seen travelling, at all events on British roads, without any suggestion of over-stressing it, and that comment can be made with due allowance for the fact that the car tested was fitted with a speedometer having a degree of optimism, at the middle and higher rates, that is regarded as unwarranted. On a level road a reading of 90 was seen on this instrument, representing the maximum quoted in the table.

Comfortable and Practical

It is possible to take much pleasure in this car from the point of view of everyday and family motoring, for it is well and sensibly laid out and equipped, very comfortable in the seating, and gives every impression of being the sound sort of car that most people want. As regards features of control a higher geared steering would be preferred. With the ratio represented by four turns of the wheel for the full lock to lock movement, considerable wheel movement is involved in town driving in particular or in turning round in restricted space. A greater degree of precision would no doubt be provided at the higher speeds if the ratio were higher. The steering lock is not as good as is usual nowadays for a car of this size, necessitating an extra manoeuvre at times or due allowance being made on an acute turn. There is useful castor return action in the steering.

The suspension, in conjunction with which telescopic hydraulic dampers, duplicated in front, are now employed, gives soft riding but not unduly so. There is only slight, quickly damped vertical motion, and the car travelled very well over uneven stone setts. In particular a stretch of badly worn setts which is intersected by railway lines, making a severe test section, was traversed on several occasions without any real shock being noticed or the impression given that the car was being maltreated. In cornering at appreciable speed the suspension allows some sideways movement or roll tendency. The Wolseley seemed to travel best with a load of four people.

Controls are well arranged. A spring-spoked steering wheel is set at a very satisfactory angle and is telescopically adjustable according to the driver's requirements. Also, there is a simple adjustment whereby the separate driving seat can be placed in one of two adjustments to alter the

angle of the back rest and height of the seat as a whole. In the setting that was preferred by drivers carrying out this test good support is given to the shoulders by the curved back rest, and in general the driving position can be praised. The left wing cannot be seen in a right-hand drive car, but the bonnet is not over-long or over-high and the windscreen main pillars are not particularly obtrusive.

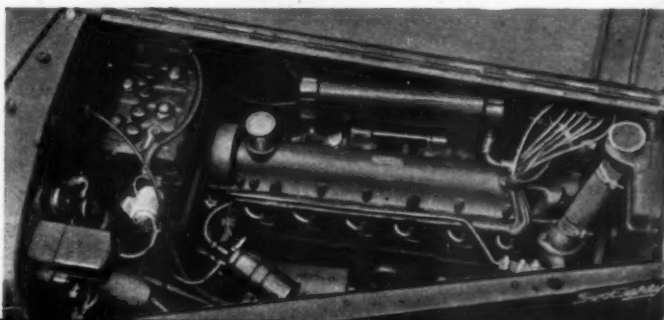
The gear change, operated from the steering column, requires a fair amount of pressure, and occasionally a driver may not "find" first or reverse instantly when manoeuvring to and fro. In general, however, this gear change is satisfactory and the synchromesh on top, third and second is of a good type, permitting either slow or fast changing without clash of gears.

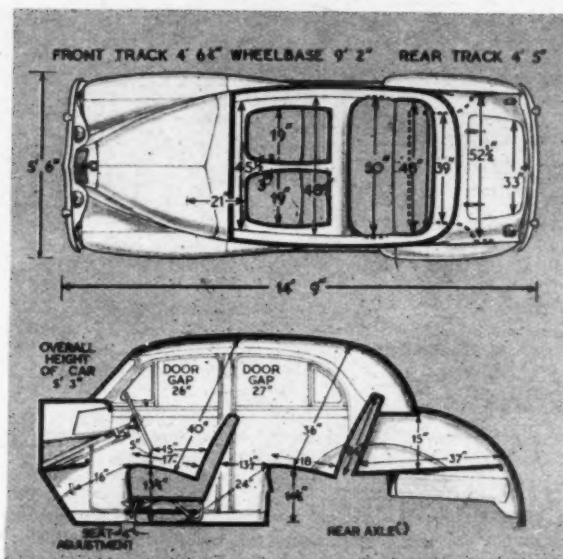
A pull-and-push type of hand-brake lever set below the fascia panel is very convenient to reach; in fact, particularly so as an example of this modern style of control. The pedals are well spaced and there is comfortable room for the left foot off the clutch pedal. The brake system is Lockheed hydraulic. Fairly appreciable pedal pressure is needed for retardation approaching maximum, but it is found that the required braking power is available, and for general use the pedal pressure is moderate.

Other points especially from the driver's point of view are that the instruments are commendably clear to read, a good view is given by the driving mirror, and the powerful twin horns are operated very conveniently by a full ring on the steering wheel. Minor controls are by a row of identical knobs which are plainly labelled for daytime use, but which need to be memorized at night, as, of course, one comes readily enough to doing.

An interior heater is included as standard equipment, this installation including demisting vents for the windscreen. The upholstery is in good leather over Dunlopillo foam rubber upholstery, which is soft and comfortable but at the same time gives sufficient support. Leg room and width in the body are good. The rear seat has a folding arm rest at the centre. There is a rear window blind, very conveniently controlled, but a sliding roof is not fitted. Pivoting ventilator panels are fitted in the forward doors and the rear quarters. As a whole the interior is most pleasing by reason of the good quality of materials and

Excellent accessibility is given under the two-panel bonnet to the overhead camshaft engine and its auxiliaries, including the oil filler extended above the rear of the camshaft cover. The sparking plugs are entirely unmasked and, on the other side, the ignition distributor, placed high, could not be more accessible. On the right side also are the twin carburettors and electric petrol pump, again thoroughly accessible.





Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

ROAD TEST

continued

in particular the use of polished woodwork for the fascia panel and for the lids of the useful compartments provided in the fascia, as well as for the door garnish rails.

The instrument lighting is variable to taste by means of a rheostat switch, and an indication is given as to whether the side lights—actually pilot bulbs in the main head lamps—have been switched on, by a red tell-tale on the left of the fascia, which seems rather excessively large and bright for its useful purpose. Another warning light gives a reminder should the auxiliary carburettor for cold starting be left in use inadvertently. A switch next to the starter switch is pulled out to bring this device into operation. Instant firing was obtained invariably during a test prolonged in both time and distance covered, and it was found possible

An attractive and well-arranged interior with good leather upholstery and veneered woodwork. Below the tubular frame of the front passenger seat is seen the simple two-position device which enables the angle of the whole seat to be varied. Beneath the fascia is a useful shelf, beneath which again is the recirculating type of interior heater.



The luggage compartment is of generous size. The lid has a self-locking strut to hold it up, and when the side lamps are switched on a light in the lid illuminates the interior and provides a red warning light to the rear, additional to the twin tail lamps. Spare wheel and tools are carried separately.

to dispense almost at once from cold with the mixture enriching device, the engine settling quickly to steady pulling. At no time during normal driving did it evince pinking even on the low quality current British petrol, nor was running-on of the engine experienced in spite of fairly high atmospheric temperatures at times and a good deal of quite hard work. Should a running-on tendency be displayed the Wolseley has a special control under the fascia whereby the throttle butterfly can be positively closed manually to provide an immediate check.

Electrically also the car is extremely well equipped. Twin roof lamps in the rear compartment are switched on when the rear doors are opened. There are a lamp to illuminate the large luggage compartment when the side lights are in use, a reversing light operating in conjunction with the gear lever, and two fog lamps, which can be used independently or together according to the position of their switch.

The spacious and comfortable rear compartment has a central folding armrest, elbow rests on the doors, and ashtrays recessed into the back of the front seats.



Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Finding the Way

THE ability to read the map well and quickly is not enjoyed by everyone, but it is an ability that is at a premium on the road. I should like to see a good map-reading test incorporated in a section of the big rallies—say the international rally to be organized in this country next year by the R.A.C. I would leave a section of the route until each car started, at which point the navigator would be handed the map of the section, to be entered, say, one hour after the information was supplied. The map would be on the half-inch to the mile scale, and he would be informed that there would be check controls at certain strategic places, and that the average speed over the section must be, say, 30 m.p.h.

This would leave the navigator with the task of determining the route to be followed, and of guiding the driver accurately along it, and I am sure that substantial numbers of marks would be lost in such a section. Needless to say, the section would

London until the speed limit ended and when I discovered that their maximum speed on the three-lane open road was 40 m.p.h. I speeded up to pass and be on my way.

At this stage all was well. One constable had pulled ahead of the other and I moved into the centre lane, commencing my overtaking manoeuvre. I confess that it was to my astonishment that the rear cyclist raised both hands from the handlebars and started a leisurely adjustment of his cap.

I continued, reflecting that he should at least be competent to ride in this position when, to my surprise again, the motor cycle drifted out sharply towards the right-hand side and I had to toot imperiously and accelerate decisively to clear what I had now decided was a menace.

My passenger commented that the patrolman's reaction—when his course had been readjusted by hand control—was a smile, and I reflected with some annoyance that the expression he showed to drivers when overtaking their cars in the speed limit area was anything but friendly.

Backwards

IF I were teaching a novice and wished to give him real confidence

I should insist that he learned to steer competently in reverse. The ability to do so without getting into a muddle as to which way the car is going when the wheel is turned is not as evident as it might be, yet it is a useful quality. Possession means that you can venture into narrow lanes with confidence, and also that you do not take undue risks in confined spaces in attempting to avoid a lengthy reverse. An example of what I mean occurred to me the other day. I took a narrow lane in the Midlands, thinking that it was my map route, but found at the end only a farm gate and a track across a meadow. It was wet and muddy, and my car was heavy. The obvious move was to turn round in the meadow and drive back down the lane, but I



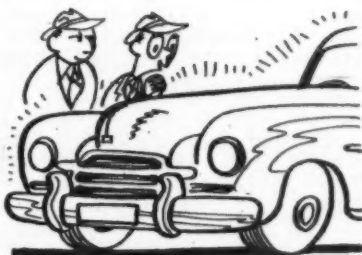
Into a muddle.

made a reconnaissance first and decided that it would be much too risky to get the driving wheels on to the muddy and soft surface. Accordingly I reversed back a hundred yards to a turning, which, to a lover of small craft, is easy. And as it was downhill I did not even have to use the engine.

I think the law would have upheld me, for it is not precise as to distance, but merely says that a driver must not drive in reverse for a greater distance or time than may be requisite for the safety or reasonable convenience of the occupants or of other traffic. The occupant in my car would have been sadly inconvenienced if he had sunk to the axles in the farmer's meadow!

The Superficial

WHAT is one to say of the points of car appeal to the non-car owner, who is, of course, just the person the salesman wants to attract? I was talking to neighbours the other night who had been thrilled to death because they had been out for a drive



Thrilled to death.

in a new Chevrolet. Yes, I agreed, it was a good American car, and fine value for money. They were eager to enlarge, while I secretly prepared a defence of British performance. But it was not necessary. The instrument panel, I gathered, was a marvellous sight, and all that you had to do to lower the windows was to press a button. The radio had been playing all the time. And the size! Why, it was a very drawing room of a car.

In view of such reactions as these, can you blame the manufacturers for concentrating on the non-essentials? I don't, but I will venture the opinion that for the general safety some means of educating non-motorists in the essentials of safe motoring is called for.

YOUTHFUL comment on a car of the early 'thirties, seen by a youngster who shares his father's conceit in something modern, low and slinky: "It's all high and no long, dad."



The navigator.

have to be in an area where a network of small roads offered alternative routes, not where a trunk road streaked straight through on an obvious line.

There would be a certain advantage to anyone who knew that part of the country intimately, but that would have to be accepted, and as regards foreign competitors, who might be at a considerable disadvantage, I would compensate them by a bonus grant of marks which would bring them to within challenging point of the home team.

Look, No Hands!

I THINK I may claim that my recent experience on A4, near Reading, was almost unique. I was wending my way through a built-up area when I noticed that two motor cycle policemen had caught me up. I slowed down slightly and they passed. I followed them towards

SCHOOL FOR FINESSE



LESS WELL-KNOWN ACTIVITY OF THE FOREMOST IN MOTORING

THE Rolls-Royce Instructional School, once, many years ago, at Derby, is now situated in Hythe Road, off Scrubs Lane in north-west London. This goes to show that many outwardly dull places can contain institutions of value. It is hard to find a suitable adjective to convey the drabness of this factory land, where all other considerations are forgone to provide the most convenient arena for making things. It is said at Hythe Road that you can tell the direction of the wind (just as some experienced sailors can) by sniffing it. When it is from the south-west, the smell is rubbery from one of the nearby factories. When it is north-east, the air is full of a rich ambrosial scent of chocolate, from someone's biscuit works at the end of the road.

The building in which the present school is contained, perhaps out of key with the district, is long and neat and functional. It is also the Rolls-Royce and Bentley service depot, and the connection with these cars is soon evident from the silent Wraiths and Bentley Mark VIs that plunge under the railway bridge into Hythe Road, in the hands of the company's test drivers. Experience of the various Rolls-Royce activities is enlarged by a visit to this combined driving and maintenance school. The work of instruction is of long standing, and although perhaps less dramatic than some of the other work of the company it is still a part of the R-R touch, with its fine and serious tradition. This touch has made motoring distinctive, just as it later did aero engines. The name has meant different things to different people. Even to the most non-technical, it has been surrounded with an aura of prestige. For some it has suggested slim seaplanes flashing around the Solent in fabulous Schneider summers that belong, now, to a wholly vanished age. For others, castings of wafer slimness and elegance, first met with during courses on aero engines during the War. For most, the name has come faintly but inspiringly as a murmur of Spitfires, high up in the sky during the autumn of 1940.

This school has connections with the others at which Service personnel were taught, for in the present building classes on tank engines were held during the war. The school was founded in 1912, at Derby, in the Rolls-Royce works, which changed to aero engine production in 1914. This was the beginning of a tradition, for the company has always specialized in the instructional approach. It is part of a policy of close follow-up between the design of new principles and parts in the technical departments, and their simplified presentation to those who will use them. When the first war ended, the school was continued at the Wel-

come, a temperance house at Derby. The name will be remembered by an earlier generation of Rolls-Royce drivers. Domestic is perhaps an odd word to use in connection with cars, but Rolls-Royce does suggest affinities with houses and families. That is why the next home of the school, at Seleng House, Ewell, was an appropriate one, where the galleried chambers were turned into classrooms. Hyde Cottage was the next home, on the Edgware Road, at Hendon, and from there, the present location at Hythe Road was occupied in 1946, when the interlude of tank instruction was over.

If it is imagined that the chauffeur is now a relic of a more spacious past, a visit to the present school will soon dispel the error. Perhaps we imagine that social changes take place quicker than is really the case. Admittedly, the larger number of chauffeurs now work for firms, and for M.P.s and officials. They certainly still exist. It must not be supposed that the company runs an instructional school in order to create an unusual atmosphere around the technicalities of their cars. They merely believe that a man who understands the construction of his car will probably drive it and maintain it better than one who does not. On the other hand, these cars are not made quite like others, and the specialized approach can only be of benefit.

High Standards

The students that pass through the school are largely chauffeurs, with a sprinkling of owner-drivers. Anyone who feels interested enough in the Rolls-Royce or the Bentley can take the course. There is still to be found a respect for good engineering that compels admiration, in days when standards, especially in finish, are falling. The sectioned components and drawings in the school remind one that the engineering here is like textbook theory put into practice, without unduly perilous originality or, on the other hand, sluggish backward-looking. An oil pump with helical gears, for silence; the finish on a set of gear box splines—these are the details that remain in mind.

The accent is still very much on driving. The Principal of the school, Mr. W. E. Maddocks, can remember the time when the pupils were largely coachmen, learning a new world of mechanism. For all his excellent qualities, the coachman was not a mechanic, and the noises he made with the gear boxes of those days were puzzling to him and expensive to the owner. To preach the mechanical gospel among comparative philistines was one of the functions of the school. Perhaps there are fewer philistines

now, but the gospel is still necessary. The air of knowledge and motoring know-how generally makes a course at this school especially valuable. The pupil will spend his time (and a lot of it is spent on the road) in the company of drivers and instructors of wide and varying experience. He may also meet drivers from abroad, with experience of cars and employers differing from his own.

Theory and Practice

This growth, from the days when motoring was merely something that the coachman had to learn, has made the school an unusual institution. After the best part of a week of lectures on the various components of the car, with full details and instructions for servicing, and the time in mind when he will have to do some of it himself, the pupil will spend the next part of his fortnight's course on the road. He will thread the varied conditions of the northern extensions of London, heavy traffic and light, roundabouts and crowded industrial suburbs. He will probably have a critical carload of other drivers watching him from the rear seat. Smoothness is naturally the theme of the school. This may sound too plain and sober to be really interesting, but the driver who is smooth is more likely to be competent when he does have to drive fast. This sort of driving is, of course, all with the comfort of the passengers in mind, and it must be admitted that they are the ultimate judges of motoring finesse. There are special techniques to gain smoothness. It is not a mysterious cult, for some of the methods are simplicity itself, but other

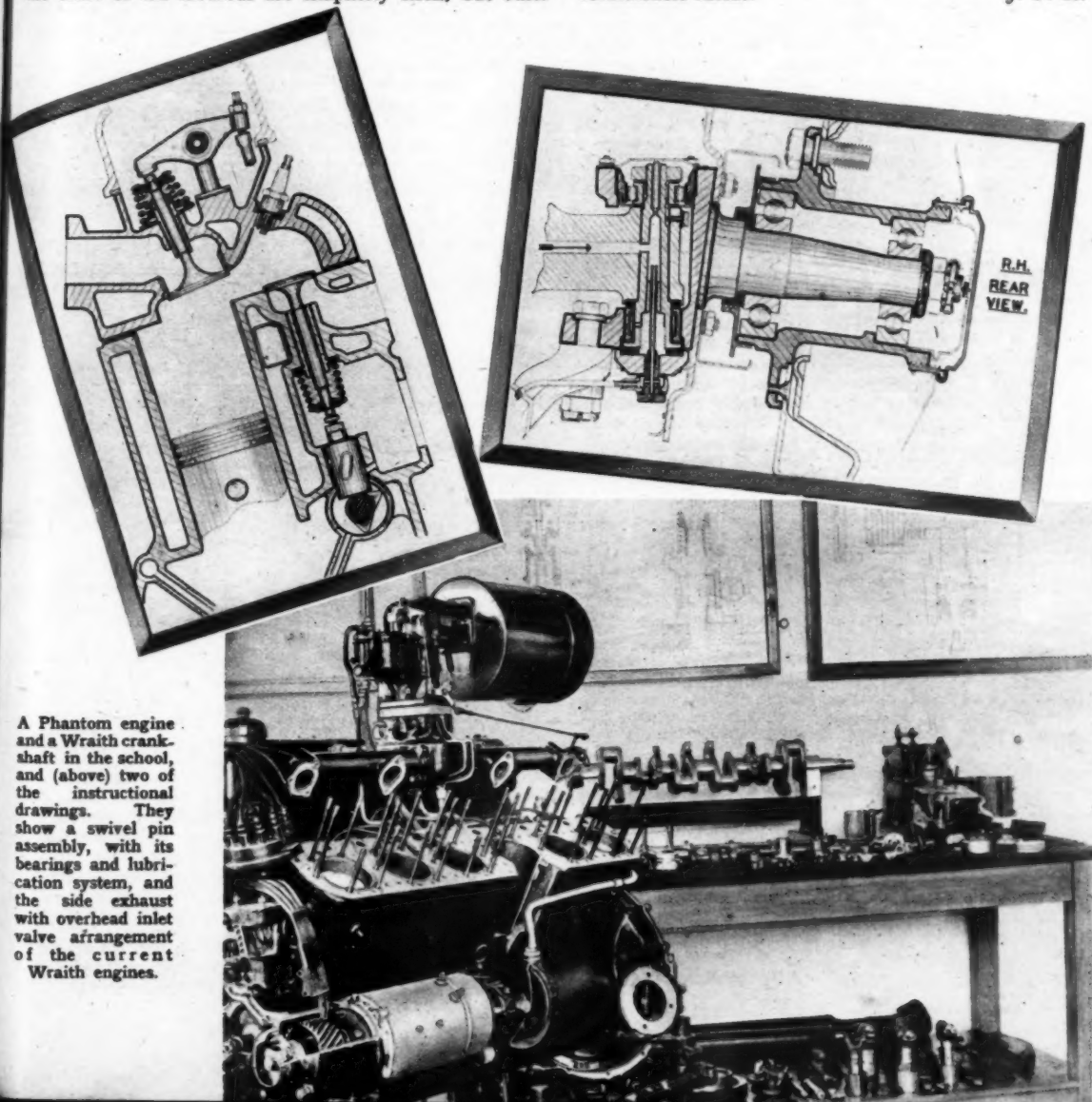
centres of instruction do not seem to have thought of them.

From the days when the horse-bred coachmen redirected their struggles from spurs to spur gears, the technique of gear changing has been important at the school, and it is still taught with the assistance of some of the earlier cars, lacking the comfort of synchromesh. Experience of this driving, before developments in gear box design made things so much simpler for the driver, is apt to come as a shock to a motorist of the present generation. His final technique will be the gainer. Not all the chauffeurs are old hands, by any means, for not a few of the wartime generation have been attracted to the life. It is spacious, and has more variety than most jobs. It is also practical, and its other advantages in present days are obvious.

The aim of the chauffeur will be to obtain a R-R badge and certificate. These are not given as a result of completing the course, as some have imagined. It is necessary for many miles of maintenance to be covered first. There is an examination at the end of the course, with questions cunningly directed to the end of good maintenance. It is no formality.

The teaching, both on the road and in the classroom, is characterized by an unobtrusive competence that is part of the Rolls-Royce atmosphere. It suggests that the cars and the driving technique are both so good that there is little need to make the fact plain with sound and fury. Since the school reassumed work in 1946 it has been flourishing and there is no doubt that it will have a considerable future.

J. F. H.



A Phantom engine and a Wraith crankshaft in the school, and (above) two of the instructional drawings. They show a swivel pin assembly, with its bearings and lubrication system, and the side exhaust with overhead inlet valve arrangement of the current Wraith engines.

THE ROOF of SCOTLAND

HIGH-LEVEL MOTORING AMID
SCENERY CHANGING IN
MOOD WITH THE WEATHER

by G. Douglas Bolton



THE road from Perth to Braemar, Tomintoul and Grantown involves a series of ascents which make this one of the highest main road routes in Britain. It can easily be followed in a day, in suitable weather conditions, and none of the climbs and descents can be called severe, despite the height of the road summits. With the exception of one or two rough patches due for repair, there is an excellent main road surface throughout. But this is a lonely route and can be quite adventurous in bad weather, being frequently snowbound in winter. On a fine, clear day there are distant views of the Cairngorm Mountains, and for those who like mountains and moorland this route across the roof of Scotland is unequalled in Britain for high level motoring.

I have followed the road on several occasions, always with increasing enjoyment and appreciation. There is always something new to be seen, and variations in weather produce quite intriguing effects at times. I decided to undertake the journey once again, this time under the mellow conditions of autumn.

One of my favourite ports of call is the Royal George Hotel at Perth. This is one of the busiest and most comfortable hotels I have encountered, where nothing is too much trouble. It was here I ate a leisurely breakfast on a dour, grey morning in the early autumn of 1949. My table overlooked the stately Tay and the solid grace of Perth Bridge lent dignity to the scene. I was in no great hurry, having previously booked accommodation at

Ballater, and there was little point in getting the best of the journey over in dull weather, so a congenial hour was spent in the hotel lounge which I found well-stocked, with copies of *The Autocar* included.

At length I followed the wide and very fast road to Blairgowrie, only stopping to see the famous Meikleour beech hedge. This is something quite exceptional in the way of hedges as it has an average height of 85 feet, is 580 yards in length and was planted over 200 years ago. Blairgowrie is a busy little industrial town in a celebrated fruit-growing district. It is also the start of the remarkable road to Braemar via Glenshee, The Devil's Elbow, Cairnwell and Glen Clunie. This climbs from about 250 ft to a summit of 2,199 ft. For the first 20 miles one is barely conscious of any considerable gradients and it is only beyond the Spital of Glenshee that the real climbing begins.

Until then the road seems merely undulating, although the scenery has changed from the richly wooded gorge of the Erich to a formidable array of surrounding mountains. There is an exhilaration about this northbound mountain journey which increases in attraction the nearer one approaches the Devil's Elbow.

On this occasion the grey mists of Perth had given way to genial sun and billowy clouds. It was now so delightful that a late lunch at the Invercauld Arms and Spital was forgone. The road northwards became pleasantly exciting although in no way difficult. It is rather narrow and winding for so important a route and you may have to stop to admire the magnificence of the surrounding



In the Scottish baronial manner—the Invercauld Arms Hotel at Braemar. On this site the Earl of Mar raised the Jacobite standard in 1715.



The old Bridge of Dee, near Invercauld. Behind the trees rises the great sweep of the deer forests towards Lochnagar.



Looking southwards down Glen Beag from near the Devil's Elbow, with the soft light emphasizing the great spaces of the view.

mountains. I found it a top gear climb to the foot of the Devil's Elbow at a height of about 1,500 ft. The view southwards down Glen Beag was quite majestic. I have known more spectacular views, but the beauty here came largely from the soft, autumn lighting on the contours of the hills and the intoxicating feeling of airiness and space. The clouds, too, seemed larger and nearer. The next 700 ft were climbed in less than two miles in an easy second gear ascent. The actual Devil's Elbow is a double hairpin bend which would be shockingly dangerous when ice-bound. At other times the ascent is well within the powers of almost any car and I have met motor coaches on the route. The maximum gradient is 1 in 5.

Just after rounding the Elbow I pulled well into the side to give clearance to an imposing Super Snipe police car closely followed by Princess Margaret in an elegant Rolls-Royce, presumably bound for Perth. This was a much more auspicious approach to Royal Deeside than I had experienced in 1946 when trying to get to the Braemar Gathering. On that occasion there was an apparently unending traffic hold-up which extended for miles and completely blocked the Devil's Elbow and Cairnwell, thus effectually preventing my visit to the Gathering.

At the summit of the Cairnwell Pass, nearly 2,200ft above sea level, the outlook is rather disappointing. There is little sense of height, because of lofty mountains on either side of the road. The Cairnwell attains a height of 3,059ft to the west, and Glas Maol to the east reaches 3,502ft. The best view is undoubtedly from the Devil's Elbow looking southwards down Glen Beag. The Cairnwell road to the north constitutes a fine moorland drive but is no more impressive than many passes more than a thousand feet lower. There is a gradual descent down Glen Clunie beside the Clunie Water, which is more

pleasant than picturesque, although occasional touches of grandeur indicate the approach of Deeside.

Braemar is an attractive and rather exclusive village 1,100ft above sea level. It is really quite small but has two famous and imposing hotels, the Fife Arms and the Invercauld Arms. I did not ascertain if the former had yet reopened but the latter certainly had. The Invercauld Arms is of historic interest as it stands over the site where the Earl of Mar raised the standard in the rebellion of 1715.

Braemar is not the farthest limit of Deeside which can be reached by car. An excellent road continues farther westwards for seven miles to the Linn of Dee and this short drive through magnificent Highland scenery is thoroughly recommended. The Linn itself is very impressive when the Dee is in spate, as the river is forced through a narrow, water-carved channel having precipitous rocky walls on either side, sometimes only four feet apart. The Dee is spanned by a picturesque bridge giving an excellent view of the Linn. The Cairngorms are now within comparatively easy reach but the Linn of Dee is the normal limit of approach for motorists from the east.

Tea at Braemar was followed by a most enjoyable drive to Ballater. Everything is in a regal style in Deeside, even the scenery, and now I come to think of it, I cannot recollect seeing any pylons or other excrescences which normally detract from many an otherwise beautiful scene. The main road has a superb surface and even the most ancient cars seem to acquire renewed youth and drift along with velvety smoothness. But inducement to speed should be restrained, otherwise Braemar Castle and the Bridge of Dee may be missed. The former is a tall baronial castle blending well with the grandeur of the surroundings. The Bridge of Dee (built in 1752), is situated about three

THE ROOF of SCOTLAND

continued

miles to the east of Braemar and can be seen from Invercauld Bridge. This is one of the loveliest views in Deeside, being enhanced by the profusion of trees and the immensity of the distant sweep of the deer forests towards Lochnagar. The graceful contours of the fine old Bridge of Dee are in perfect harmony with the rich beauty of this scene.

One of the best views of Balmoral Castle and Lochnagar is from near the top of the narrow lane climbing steeply towards Bridgend of Bush. One can rarely see Balmoral Castle to better advantage than on such a mellow autumn early evening with the last of the sunset shining on the imposing turrets and the mists of night creeping down from the mountains. I descended to Crathie church, attended by the Royal Family, and then crossed to the

weather prophets feared the worst. I had a dull journey up Glen Gairn to Gairmshiel Lodge, beyond which there was a long and steep climb of 700 ft culminating at the road summit of 1,805 ft. This was the only bad road on the whole route and although rough and lumpy it could not really be classed as difficult. While sweeping mist and rain made this journey unfortunate, the views from the road are memorable in fine weather on account of the extensive panoramas of moorland and mountain. I descended to Donside and joined the now excellent road to the sixteenth-century Corgarff Castle and Cockbridge.

The ascent to the summit of the Lecht Road, 2,090 ft above sea level, involves a climb of about 800 ft, but despite the 1 in 6 gradient this road is now so much improved and widened that few drivers should experience



A famous double hairpin, the Devil's Elbow. The gradient rises to 1 in 5.

southern side of the Dee and continued along an excellent by-road to Abergeldie Castle. *En route* I passed the entrance to Balmoral Castle, but admission was not possible as the Royal Family were in residence. In the absence of Royalty the grounds may be visited on Tuesdays and Thursdays during the months of May, June and July. But cars are not admitted on such occasions and the castle itself is not shown to the public.

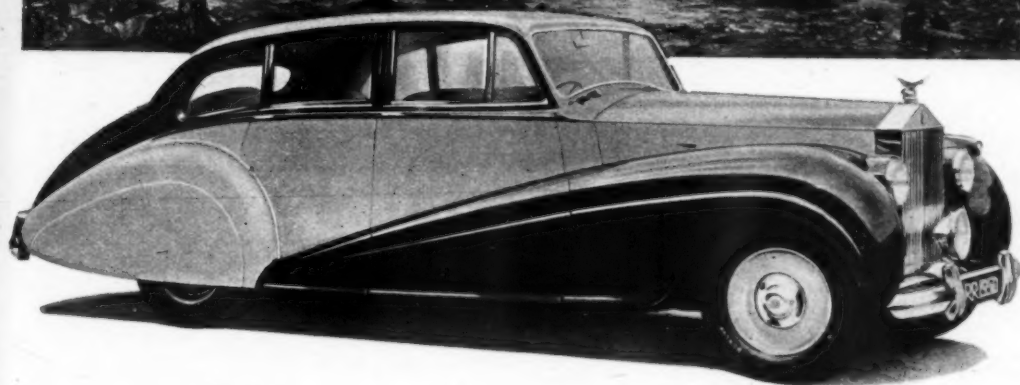
A lengthy holiday could be spent touring Deeside and exploring the many glens which diverge in all directions. Some can be explored part-way by car and, allowing for very rough going, it would be quite fascinating to know just how far cars can be taken. The motorist who is prepared to walk beyond the farthest practicable driving limit would thus be able to visit such gems as the Cairngorms, Loch Muick, Glen Lui and Loch Callater.

The following morning was wet and cloudy and local

any difficulty. The Lecht road is reminiscent of Axe Edge in the Peak District and it was unusually impressive on this occasion, as parts of the road were apt to be lost in the clouds.

After a brisk lunch at Tomintoul rain and mist made a wet journey to the Bridge of Avon, followed by a dismal climb over to the Bridge of Brown. Then followed a sharp ascent over a bad surface to the road summit of 1,424 ft. I halted near a little spot called Dirdhu and looked in vain for one of the finest panoramas in Britain. On a fine, clear day this view embraces most of the Cairngorms, the Forest of Rothiemurchus, Speyside and the Monadhliath Mountains. On this occasion the scene was spoiled by rain-clouds and mist. Nevertheless, it had been a memorable journey and as I descended to the comforts of Grantown I left the roof of Scotland with a very genuine regret.

★ This famous landscape, "The Haywain," by Constable is unsurpassed in its interpretation of the rural scene. It hangs in the National Gallery and is reproduced here by permission of the Trustees.



Great works of art or craftsmanship
give to the world standards by which it may acquire
a true sense of values.

ROLLS-ROYCE

THE BEST CAR IN THE WORLD



“That, my dear, is how this
car used to go UP this hill on

POWER PETROL”

The name to remember when brands return



INTERIM VERDICT ON

RUBBERIZED asphalt as a road-surfacing mixture looks like becoming widely used, for preliminary data from test strips are showing decided advantages for this type of mixture. The process is not new. As long ago as 1937 such a mixture was laid at Clifton Rise, New Cross, London, by Mr. A. E. H. Dussek, founder of the Dussek Bitumen and Taroleum Co., Ltd., with the co-operation of the borough engineer of Deptford at that time. This section is still giving satisfactory service. But Clifton Rise is not a main road and no control strip of ordinary material was laid alongside at the time, with the result that no standard of accurate comparison exists by which to measure results. Road scientists have an open mind on the subject of rubber roads, but they must always remember that the extra cost of rubberizing the asphalt must be balanced by comparable advantages.

Trial lengths of asphalt surfacing, with and without rubber added, have recently been laid in Lambeth, London, at the initiative of the Rubber Development Board, and will, in the course of time, give the necessary accurate results for the question of usefulness to be resolved. If, as seems probable, the answer is satisfactory, a great new outlet for natural rubber will open.

In the interim comes a report on test strips laid in America—the result of a fine example of international co-operation, as has previously been pointed out

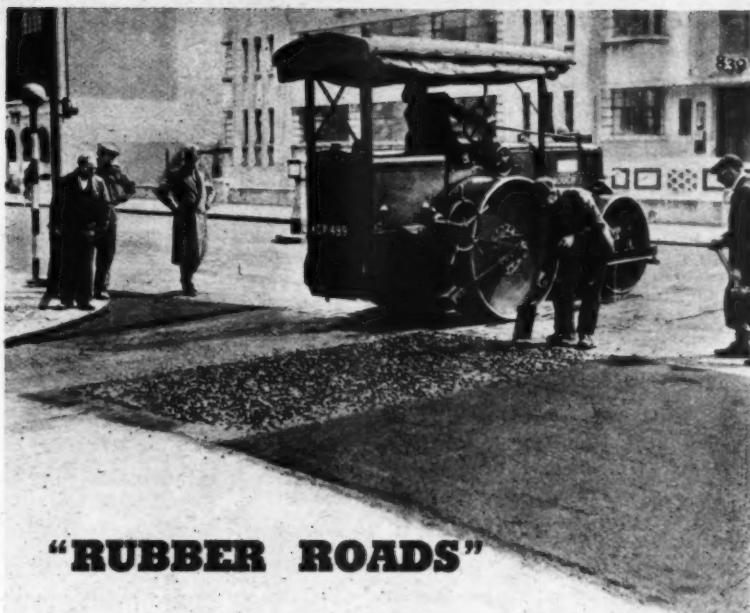
ENCOURAGING RESULTS FROM PILOT STRIPS LAID IN U.S.A.

in this journal. The expert who gave the data was Mr. Harry K. Fisher, road consultant to the Natural Rubber Bureau of Washington, D.C., and he was addressing rubber and road authorities from a wide area.

Mr. Fisher pointed out that the American Government was deeply interested in the matter because in the U.S.A. there were 3,330,000 miles of roadway built at a time when the maximum load-bearing weight was considered to be 25,000 lb. For many years these roads had been subjected to traffic varying between 50,000 and 60,000 lb, with the result that they were being knocked to pieces.

In Minnesota, given as an example, roads may be subjected to temperatures as far apart as 105 deg (shade) in the summer and 40 deg below zero in the winter. Rubber, it is hoped, may lessen the devastating effect on road surfaces of such natural vagaries. Under break-up tests, samples of road surface, with and without rubber, and frozen down to zero, showed that the rubber performed some function that changed asphalt's susceptibility to shock, the resultant cushioning effect being good.

Motorists' interest in such roads will be centred in their anti-skidding properties; apart from the skid as generally understood—what the early motorists graphically called the side-slip—these properties have a decisive effect on braking. Mr. Fisher gave results of tests to date. They had been taken on both the control and rubberized sections, in dry and wet weather, after



"RUBBER ROADS"

Laying a rubberized asphalt surface in Lambeth, London, in April, 1950. The section nearest the camera is the rubberized surface after the first rolling. Beyond it are the bitumen-treated granite chips which are rolled into the rubberized asphalt surface, and the section over which the roller has just passed is ready for traffic use.

six and nine months; observations will, of course, continue as the roads get older, but it has already been found that the coefficient of friction is greater on the rubberized surface than on the control surface, and that the rate of falling off is lower. The crucial point of surfaces—when the frictional coefficient starts to decrease—has not yet been reached, but subsequent tests through a long period of use will ultimately establish this.

Immediately following the laying of the surfaces it was found that the initial coefficient of friction was 7 per cent higher on the rubberized surface than on the control surface. After six months it was 13 per cent higher, and the gap has become wider still since.

There is an exciting air of mystery about even such a mundane experiment as mixing rubber with asphalt. The exact action, said Mr. Fisher, was not yet known. Certain laboratory discoveries had been puzzling, but he thought that one of the major activities of the rubber was to absorb the light ends of the asphalt and become saturated with asphalt "malthenes" (a con-

stituent of asphalt), and to stop them from coming to the surface of the highway. Having done this, the rubber has inevitably greatly lengthened the life of the asphalt. Rubber powder had also been applied to the surface of existing asphalt roads. "We have discovered," said Mr. Fisher, "that by mixing rubber with chips covering a prime coat we have been able to turn a skiddy highway into a safe one."

All this is very encouraging, and the news of further results will be awaited with interest. In the meantime it is important not to confuse the new type of surface with various almost pure rubber pavings that have been laid at various times in Britain, with ill-starred results, for under wet weather such roads become very dangerous indeed, water being a lubricant on rubber. In the new process, rubber in powder form is mixed with the asphalt at a rate of about 0.25 per cent, or five to six pounds per ton of mix. Dussek used 7 to 8 per cent, about 168 lb per ton. Five pounds per ton is not much rubber, but it may lead to a considerable advance in road-making technique.

CRAMPED ROADS—CRAMPED DESIGN

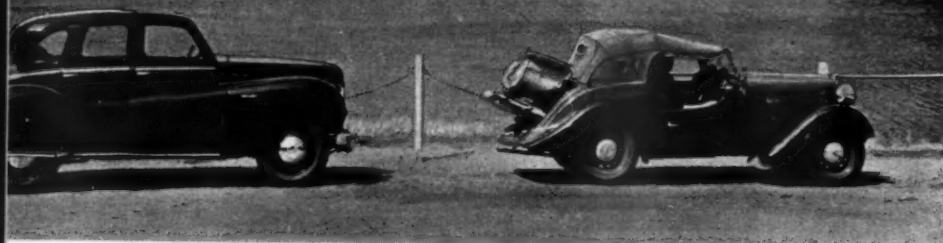
HOW British roads had affected car design in this country was emphasized by Mr. R. Gresham Cooke, director of the S.M.M.T., in a Paper read before the International Road Federation in London on July 18. Mr. Gresham Cooke listed three factors which affected design through consumer demand: Costs of running and production, taxation policy of the governments concerned, and geographical and road conditions. After pointing out the almost ideal motoring conditions in the U.S.A., resulting in a 30 h.p. six-seater car, the author concentrated on shortcomings of British roads. Owing to variety of surface, he said, operating organizations in various parts of the country could produce interesting figures of tyre wear under what should be com-

parable conditions, and differences in brake wear had also been observed.

Limitation of vehicle widths owing to inadequate roads had led to the use of smaller tyres than some operators would prefer, and the British motorist, threading his way through the conglomeration of objects that obstructed his path, could not be blamed for never having become a very efficient driver. He obviously did not want a 30 h.p. six-seater, and therefore the manufacturers could not be blamed for not having supplied one.

Lack of interest in the subject permitted the Government to collect £230,000,000 this year from vehicle users and to spend only £27,000,000 on the roads, another £20,000,000 being found by the ratepayers.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE STAMFORD STREET, LONDON, S.E.1



Lake Windermere from the ferry approach.

CORRESPONDENCE

EXAMPLES OF DETERIORATION

Decay of the Roads

[62813.]—Now that petrol is available to all who can afford it, we hear again complaints of congestion on the roads and arguments for the building of motorways. But since I have been able to travel freely in my own country, it strikes me that there is an even more urgent job to be done. Unless they are soon repaired, we are in danger of losing the roads we have.

On the Bristol-Bath road, an important thoroughfare which was then practically empty (4.30 on a Saturday afternoon), I found myself limited by the surface of the road to 30 m.p.h. The signposted exit from Bath to Warminster was no better, and the surface in Bath itself was appalling. On the Portway, an industrial route built at great expense in the 1920s to link Bristol with Avonmouth, the road was in such bad and bumpy condition that it was a relief to climb a steep hill and get away from it. These are only local examples, and no doubt other readers of *The Autocar* could cite their own black spots.

In 1939 our roads, narrow and inadequate as they might be, were in excellent condition; but on many of them nothing has been spent in the last eleven years. It is at present our national policy to "economize" on the roads: that is, to let them deteriorate and to discharge the roadmen. The lane outside my house was resurfaced two years ago, but the Severn Bridge has been abandoned. Unless this policy is quickly reversed, we shall either revert in ten years to the conditions of 1860 or be faced with the appalling cost of remaking our roads from the foundations upwards.

There is no cure for this, except to treat road transport, and the maintenance of the roads, as a matter of national importance. During the war, roads were supremely important; they sustained a terrific burden then, but they could not do it again now. Good roads, as the North Americans know, are even more vital than good railways; and it is folly and blindness to let existing roads decay. If *autostrade* prove necessary in addition, perhaps some of them could be laid over the non-paying railway lines, which are already fenced against accidents.

W. W. MACLELLAN.

Barton-on-Sea, Hampshire.

TOUR DE FRANCE

Appreciation of the Organizers

[62814.]—As a participant in the recent Club des Sans Club "Gastronomic Rally," I was much impressed by the able reporting of the event by our S. C. H. Davis, and would like to thank him on my own behalf, and perhaps if I may be permitted, on behalf of those others who, like myself, had such a grand time as drivers and crews of the cars competing.

He was one of those people who, throughout the run, seemed to be everywhere, at all hours, ready to be of assistance in all matters pertaining to our enjoyment, and keeping smiling through it all.

Our grateful thanks goes, too, to all those of the Club des Sans Club and the associated motor clubs of France who, between them, contrived such an event with courage, and had the energy and enthusiasm to carry it through. Nor do we forget those others whose generous hospitality included so many invitations to visit their vineyards; their châteaux; their cellars. It is most unlikely that any who were there will ever forget the abundant good food and fine wines and champagnes, all in unlimited quantities, and all given by these generous people who were our hosts. JTX 800.

Neath, Glamorgan.

[Mr. A. L. Bull, also of Neath, points out that he was wielding the brandy bottle on page 789, July 14, and not Mr. Brooks, as stated.—Ed.]

THE PEDESTRIAN CROSSING

Lesson Has Been Taught Many Times Before

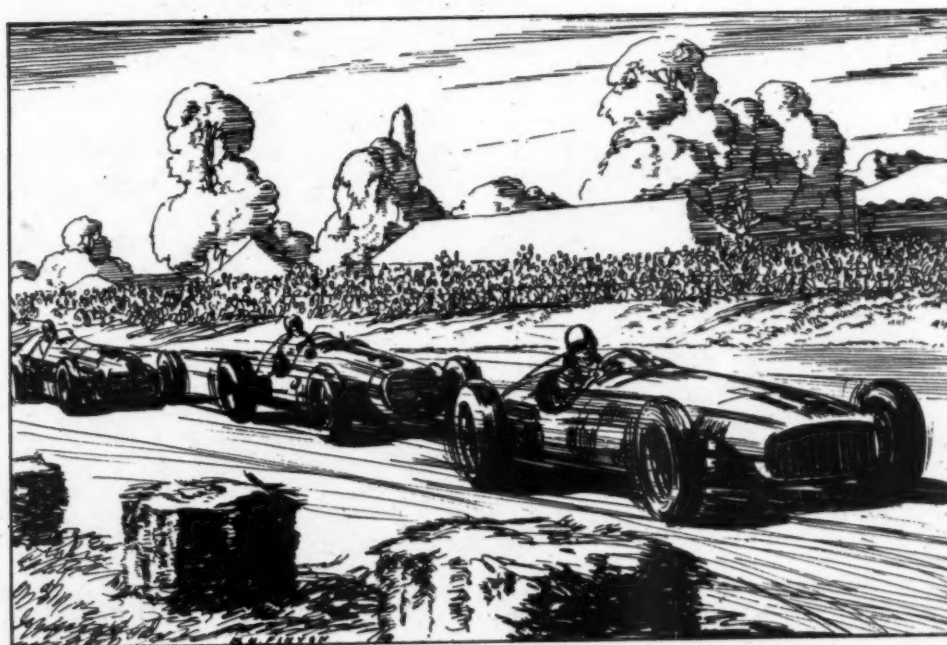
[62815.]—The Englishman prides himself on "getting things done." But after reading the article by Michael Brown on the pedestrian crossing (July 14) one is driven to the conclusion that this claim is totally unfounded. Nearly forty years ago pedestrian crossings were laid down in the United States and pedestrians were *made* to use them. Any pedestrian attempting to cross Broadway or Fifth Avenue away from the recognized crossings would simply become a candidate for the accident ward. To cross the roadway diagonally is a serious offence.

Paris traffic is "wild," we are told. But thirty years ago the Paris police laid down the broad principle "the roadway is for vehicles, the footpath is for pedestrians." Admittedly pedestrians must use the roadway at certain times, but as it is not their domain they must do so under restrictions as to time and place. In other words, pedestrians have to use the crossings, or be fined.

It makes one wonder if we are really a practical nation when we read of laboratory experiments, propaganda weeks, safety-first days, and are shown charts and diagrams dealing with studs, beacons, stripes, coloured lights, day-time and night-time observations, and so on. Pedestrian crossings are useless, and a waste of public money, unless the pedestrians are made to use them. If used they are the greatest safety factor imaginable. All this has been proved elsewhere and to carry out experiments in the year 1950 is just academic dilly-dallying.

At one point I have under frequent observation there are two pedestrian crossings, with traffic lights, about 40 yards apart. Ten times more people use the space between the crossings than the crossings themselves and among the offenders are partially blind and crippled persons, two perambulators side by side, with trailing children to port and a dog to starboard, and innumerable irresponsible jay-walkers. A policeman stands by indifferent to it all, but keenly alert to catch a motorist who inadvertently parks on the wrong side of the street.

With an eye to the future



B.R.D.C. Race Meeting, Silverstone • August 26th.

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- ★ **Sidewall Strength** is ensured by skilled construction and compounding which enables the tyre to stand maximum flexing and to resist the effect of sunlight.



CORRESPONDENCE continued

Let us have less theorizing and more practical application. Pedestrian crossings were put down for the benefit of pedestrians and they ought to be made to use them. At present they are only another trap for the motorist under that pernicious law of "driving without due care and attention." If the police do not have power to enforce the use of crossings, why should our money be squandered in their construction and maintenance?
W. F. B.
Bournemouth.

SPRING DAMPERS

Suggested Cam Assistance Already Tried

[62816.]—The progressive action friction damper suggested by Mr. Abdel Wahed El Toubi [62790] was, in principle, used by us many years ago. In theory, it would appear to be a desirable arrangement, but there are several reasons why it is impracticable.

The durability of the cams and other working parts is very poor: unless so elaborate that the cost is prohibitive. Also, when made progressive in both directions, there is a neutral position which cannot take into account the load being carried. For instance, if the car is heavily loaded, the arm moves appreciably from the neutral position whilst the car is still stationary and the result is a damper working as a snubber, progressively loading up in one direction and releasing off in the other.

If this arrangement had been satisfactory, we should have continued to use it.
L. H. BARNETT,
London, S.W.15. Works Manager, Andre Components, Ltd.

Hard Life of the Component Overseas

[62817.]—I was very glad to read your leading article on the subject of spring dampers in *The Autocar* of June 9.

In describing what was once regarded as an accessory as now holding "the pre-eminent position in providing comfort and stability" you have certainly hit the nail squarely on the head.

For us in the colonies where, by European standards—*pauvé* excepted—we have few good roads, the suspension of a car is the most important attribute in providing a good performance. However fast a car may be in theory, whatever its b.h.p. per ton, it will be slow on any but straight, smooth roads unless its suspension is right.

In this post-war world of 1950 enough is known by car designers to enable them to provide a level ride free from pitching, to control lateral roll and to ensure good steering, but—and this is a very big but—if the shock absorbers are not up to the job all those desirable features will quickly become a menace and make a safe and comfortable car unstable and dangerous. Cruising speeds have increased because engines are more powerful and quieter, and cars with their softer suspensions are more comfortable, but the spring damper has to bear the brunt of this.

In Africa we have rough roads. Some are unsurfaced earth, some surfaced with *murrum* (a decomposed ironstone which breaks up into an excellent hard gravel), some with stone and a few with tarmac. The first three invariably become corrugated during the dry weather and if the dry season is a long one, pot-holes form as well as the corrugations. Thus the suspension has to perform the double task of insulating the car from the high-speed vibrations of the corrugations and from the irregular but severe impacts of the wheels over pot-holes. Distances are great and the motorist therefore cannot drive too slowly. In any case, corrugations must be taken fast. At speeds below 40 m.p.h. they are most unpleasant for both car and occupants. Often they are best taken at 60 m.p.h. or more. It is then that the intermittent pot-holes take their toll of spring dampers, which have a tremendous impact to resist.

Last summer in England, France and Switzerland my new car, which I think is wonderful in other respects, wore out two sets of dampers in 7,000 miles. The manufacturers were very helpful in maintaining the supply and have sent me a special double set of dampers whose metering-pins allow for a light setting. I now have four in front and four behind, and as each damper is only lightly loaded I hope they will prove durable. Certainly they perform their duties admirably at present.

As an amateur student of suspension systems living under the adverse conditions I have attempted to describe, I have

found that by far the most durable kind of damper is the friction type. In fact, while awaiting the arrival of my special dampers from the manufacturers I fitted some very ancient Andre shock absorbers to the front of my car and at once had comfort and stability.

The modern i.f.s. with coils or torsion bars is frictionless and I consider that the friction formerly provided by a dry leaf spring was a great help in preventing overloading and rapid deterioration of dampers on pre-war cars.

This opinion is confirmed by the lack of trouble I have had with my 1935 Alvis suspension. Even with the dampers slackened right off, there is little movement in spite of the fact that I have fitted long, thin-leaved springs both front and rear in place of the short, thick ones. Large adjustable hydraulic dampers designed for a 5-ton lorry complete the suspension system.

For our roads dampers *must* be double-acting and able to maintain their tune over big mileages. Single-acting dampers allow too much movement and frequently allow the wishbones to become bent through violently hitting the rubber buffers on the frame.

It is no exaggeration to say that all Nairobi service stations spend a great deal of their time in repairing or replacing faulty dampers on new cars.

It is for this reason, Mr. Editor, that I am inflicting this long letter upon you. I have been a staunch supporter of British cars in East Africa for 25 years.

May I add one more expression of appreciation for *The Autocar* to the many you must receive from all over the world.
Nairobi.
P. B. ROBSON.

DELIVERIES

Two Suggestions for Consideration

[62818.]—Let the B.M.T.A. scrap the Covenant, after securing agreement from manufacturers to raise their home-market prices to approximately the figures now asked for second-hand cars.

All cars should be taxed on "registered value," with a minimum rate of £5 per annum for cars worth up to £200, and £2 10s for each £100, or part of £100, above this value.
Twickenham, Middlesex.
WILLIAM WARHAM.

ANCIENT AND MODERN

A Lady of New Zealand

[62819.]—The photograph shows the oldest woman in New Zealand posed in front of a Bristol Type 401 2-litre car. She is a Maori woman named Paki and is 121 years old; she was, when photographed, just over having her daily dozen. She complained bitterly to our agent that in the old days she used to drink a bottle of gin every day, but now that it is so short she has to drink beer.

Bristol.
L. A. KINGSMAN,
Publicity Officer,
Bristol Aeroplane Co., Ltd.



The Autocar READERS' SERVICE

One-wheel Drive

I am contemplating building a small four-wheeled vehicle with full independent springing and final drive by chain to one wheel—engine at rear. A garage friend, who has driven home cars with a broken half shaft by locking the differential, says that one-wheel drive seriously affects the steering. However, motor cycles with sidecars have one-wheel drive and are satisfactory, so what do you think? E. R. S. Plymouth.

THE feasibility of using one rear wheel to drive your vehicle depends very much on the amount of power available. It might be possible on a small vehicle with very low power, but otherwise some effect on the handling qualities may be expected, depending partly on the design of the suspension system. A motor cycle and sidecar can be handled satisfactorily at very high speeds, but it demands a very different technique from that used in driving an ordinary car.

Gaitering Springs

I possess a 1949 Shoda with independently sprung front and rear wheels by means of transverse leaf springs. For the front wheels the spring is underslung with upper wishbones forming the arms of shock absorbers bolted to the frame. There are no rear shock absorbers and the spring is overslung.

In view of the abundant dust in this part of the world, rendering spraying of the springs quickly non-effective, I would welcome your opinion on gaitering of the front spring at least, and also the best materials and method of carrying this out. In your reply it would be appreciated if you would consider the matter from two points of view, i.e., (a) using easily obtainable materials such as local leather or adhesive tape, and (b) the use of special proprietary materials, which, because of delivery delays, take months to obtain out here.

It is presumed that gaitering of the rear spring might not be recommended in view of the fact that it could be desirable to have somewhat more leaf-friction to aid the lateral scrubbing action of the radially moving wheels. A. R. V. Dar-es-Salaam, Tanganyika.

IT would certainly be advisable to fit spring gaiters, and we would suggest that you did this on all the springs. Local leather would be suitable, wrapping it once round each spring, and sewing it up so as to make true gaiters—which are, in effect, bags.

It is important, however, to see that the springs are thoroughly cleaned and

Week-by-week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

greased before the gaiters are fitted, and equally important that the trouble is taken once in a while (at long intervals) to undo the stitching of the gaiters and give the springs a fresh greasing.

You will appreciate that gaitering in this manner does not affect the action of the springs at all, whereas binding the springs with tape or something of that sort might stiffen the suspension.

On swing axle rear suspension the resistance of the tyres to lateral scrubbing exerts an important damping effect and no ill effects should result from preserving the original flexibility of the springs.

Old Car Performance

My 1935 Triumph Southern Cross suffers from a lack of maximum speed. Can you suggest a reason, please?

The top speed is 55-60 m.p.h. Acceleration up to 50 m.p.h. is quite good, but over that it is slow. The engine is fitted with a reconditioned distributor, and timing is controlled by hand and automatically, giving a wide range.

Compression and engine condition generally are good. G. M.

Aylesbury, Buckinghamshire.

IT is usual for a fairly old car to give a performance which is inferior to what might have been expected when it

was young, and if you have a top speed of 55-60 m.p.h. we would say that you are not doing unduly badly.

If, however, you want to increase this, among the first things to look at are the valve springs, which may have become tired, and the camshaft, which may now be worn and not be lifting the valves off their seats as far as they should. You should also seriously consider whether a car of this age should be "hotted up" for ordinary road use.

Panhard Rod

Could your staff please explain to me what a Panhard rod is for, and would the driver of a small family saloon, such as a Ford Eight or Morris Eight, notice any improvement to the car if the Panhard rod were to be fitted? F. H. C. London, S.W.2.

THE purpose of a Panhard rod is to prevent lateral movement between the car and the axle. With half-elliptic springs such as are fitted to the back axle of the Morris Minor, no noticeable improvement would be effected, but with the Ford Eight, which has a transverse spring, a certain amount of lateral movement is possible by virtue of the shackles being set transversely, and the fitting of a Panhard rod—or lateral stabilizer as it is sometimes called—may well effect some improvement.

INFORMATION SOUGHT

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15523.—1938 Morris Ten

"J. W."—Maintenance hints and a handbook.

No. 15524.—1939 Triumph Dolomite

"T. N. C."—Advice on improving fuel consumption and oil pressure; also a handbook on loan or sale.

No. 15525.—1932 Singer Nine Special

"A. C. F."—General experiences and a handbook.

No. 15526.—1949 Citroën Light Fifteen

"K. P. W."—General experiences, petrol and oil consumption, and any hints and tips on maintenance, etc.

No. 15527.—Amilcar Grand Sport and Surbaïste

"A. McD."—Valve and ignition timings, and valve clearances, also general hints and tips.

No. 15528.—1935 Standard Little Nine

"K. E. F. H."—Hints and tips on engine tuning, also a handbook.

No. 15529.—1938 VA-type 1½-litre M.G.

"W. E."—Advice on maintenance, also a handbook.

No. 15530.—1939 Series III Morris Twelve

"P. G."—Maintenance hints, advice on obtaining maximum performance with reasonable fuel consumption; also a handbook.

No. 15531.—1938 Series III Morris Ten-Four

"F. Q."—All possible information on maintenance and handbook.

No. 15532.—PA type M.G. Midget

"R. F. V."—Maintenance information and a handbook.

No. 15533.—1933-34 Standard Big Nine

"E. W. P."—General information and a handbook.

No. 15534.—1932 16-50 h.p. Humber

"G. C. B."—Hints on maintenance and also a handbook.

No. 15535.—1933 Standard Little Nine

"D. L."—All possible information and a handbook.

No. 15536.—Handbooks Required

"G. E."—1933 D8 Delage.

"N. F. P."—1939 Standard Twelve.

"J. F. R."—1937 2½-litre S.S. Jaguar.

"M. S. U."—1933-34 10.8 h.p. Triumph Gloria.

"D. H. G."—1937 Flying Standard Twelve.

"W. A. L."—1938 Series III Morris Twelve.

"S. M. R."—1933 Riley Fourteen Alpine.

"L. G. W."—1938 Rover Fourteen.

"A. F."—1930-32 Humber Sixteen.

"H. M. D."—1935 Morris Ten-Six, sale or loan.

"C. E. L. McD."—1936 Austin Ten.

"W. A. R."—1938 VA-type 1½-litre M.G.

"B. E. C."—1934 20 h.p. S.S.I.

"A. J. P. C."—1934 Hillman Sixteen.

"S. G. M."—1934 Morris Ten.

"G. B. F."—1936 1½-litre Riley Lynx.

"N. G. B."—1932-33 Rover Ten.

"J. M. T."—1935 PA Midget.

"F. V. S."—Wolseley Hornet.

"R. F. G."—1933 Hillman Minx.

"D. H. O."—1936 B.S.A. Scout.

"I. R."—1932 Austin Twelve Six.

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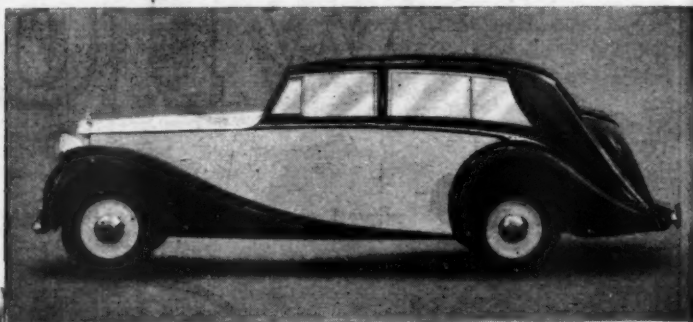
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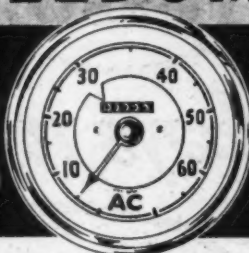
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TALBOT TRIUMPH AT ZANDVOORT

THRILLS IN DUTCH G.P. : DRYDEN WINS 500 c.c. RACE

CERTAINLY, last Sunday, there was no lack of excitement during the two international races run by the Royal Dutch A.C. (K.N.A.C.) over the excellent road circuit at Zandvoort, near Haarlem. The hero of the day, although not the winner, was Raymond Sommer (seen on the right) who demonstrated his consummate artistry as a driver by building up a substantial lead in both races before being forced to retire, in each case with the same engine trouble. Winner of the Formula 3 race was "Curly" Dryden, who snatched the lead from Don Parker on the last lap, while in the G.P. itself victory went to Louis Rosier, who once more demonstrated his fast and consistent driving.

The weather was blustery and cool; a heavy storm in the early hours probably discouraged many intending spectators, but nevertheless 30,000 saw the races.

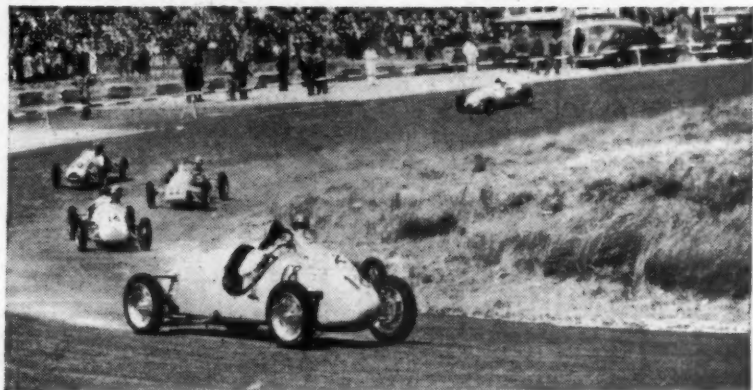


THE 500 c.c. RACE

TWELVE cars lined up for this, the first event, interest being added by the presence therein of two recruits from Grand Prix racing, Raymond Sommer and Johnny Claes. The front rank was composed of Sommer, driving John Cooper's lightened Cooper-J.A.P., Dryden (Cooper-Norton) and Parker (Parker-J.A.P.). Behind them came the yellow Cooper-J.A.P. of Claes and the orange Beels-J.A.P. of "Lex" Beels.

A good rolling start, and the front row accelerated abreast past the pits and into the first corner. Sommer quickly snatched the lead, and steadily drew away from the field. But on the eleventh lap came in and retired; he had missed a gear change on a corner, and the resultant spasm of revs had bent a valve.

This brought Parker into the lead, while Dryden and Wharton were close up; the former passed Parker for two laps, but then Don re-passed; and at the start of the last lap appeared to have sufficient in hand to win. But one rear universal joint fractured on that lap, causing the drive to be taken through one rear wheel only. Dryden slipped by and won, followed closely by Parker, with Ken Wharton a good third, while Claes was fourth, having had only top gear for the latter half of the race.



J. Richardson (Beels Spl-J.A.P.) leads Ken Wharton and Grand Prix driver Johnny Claes in their Coopers. Below : the Maseratis of Fangio and Gonzales are in front at the start, closely followed by Sommer (Talbot) and Villoresi (Ferrari).

500 c.c. RESULT

Race distance 44.3 miles (17 laps of 2.605-mile circuit)

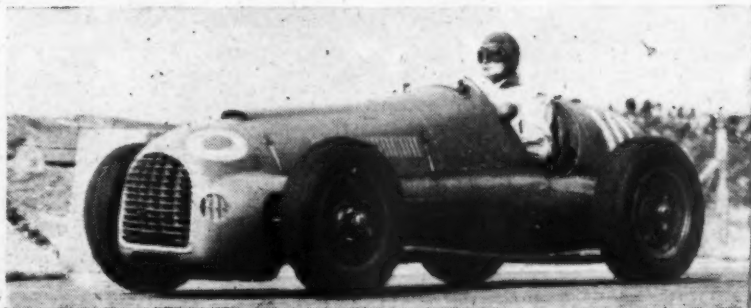
1. Cooper-Norton (R. M. Dryden), 37m 14.3s. 71.38 m.p.h.; 2. Parker-J.A.P. (D. Parker), 37m 14.8s; 3. Cooper-J.A.P. (K. Wharton), 37m 18.7s; 4. Cooper-J.A.P. (J. Claes), 39m 13.1s; 5. Beels-J.A.P. (J. Richardson), 39m 36.3s; 6. Cooper-J.A.P. (A. Rippon), 16 laps; 7. Cooper-Norton (C. A. R. May), 16 laps; 8. Kieft-B.S.A. (J. L. Flinterman), 15 laps; 9. Condor-B.M.W. (J. H. Gottgens), 13 laps.

Retirements: Cooper-J.A.P. (R. Sommer), 11 laps. Fastest lap: Wharton, 2m 8s, 73.28 m.p.h.

GROTE PRIJS

NOW came the main event, the Grote Prijs van Nederland, with a total of fourteen starters. Once more, Sommer occupied the pole position, having accomplished an incredible 1m 51.8s lap of this fairly twisty circuit in one of the four works Talbots, all of which had the twelve-plug cylinder heads. Then came Fangio, and Gonzales with the Argentinian 4CLT Maseratis, while in the second row were Louis Rosier and Villoresi, the latter driving a low-chassis-swing-axle Ferrari fitted, however, with the earlier single o.h.v. single-stage blown engine. The second works Ferrari proved to be the 2-litre unsupercharged car with de Dion rear axle, driven by Ascari.

When the flag fell, the blue and



Peter Whitehead, Ferrari, crossing the East Tunnel at speed. He drove well to take fourth place.

yellow Maseratis in the Argentinian colours took the lead, followed by Villoresi, as Sommer had rather a poor start. However, the end of the first lap saw him in third place, behind Fangio and Gonzales, with Villoresi fourth, Rosier fifth and Bira sixth.

Sommer was soon pressing the leaders hard, and on the fifth lap passed Gonzales; four laps later, driving like the master he is, he overtook Fangio on the uphill run on the Hunze Rug, and began to draw away from the Maseratis. Moreover, the latter began to show signs of strain; Fangio's car became unsteady at the back, a sign of weakening or broken dampers, and first Gonzales and then Villoresi passed him. After 24 laps he stopped, and then retired—the leaping axle had damaged the fuel tank. Gonzales and Villoresi both stopped for fuel after 28 laps, the former changing all four wheels and the latter the rear pair, while Rosier and Etancelin slipped past, so that for one lap Talbots were first, second and third; but Gonzales soon got back to third place.

Then, after 37 laps, Sommer came in after a really magnificent run. A rocker had broken, probably the result of a bent valve; the same trouble had already eliminated Cabantous' Talbot.

Position at half distance (45 laps)

1. Talbot (Rosier), 80.77 m.p.h.; 2. Maserati (Gonzales), 16s behind leader; 3. Ferrari (Villoresi), 53s; 4. Talbot (Etancelin), 1m 4s; 5. Ferrari (Ascari), 1m 47s.

Now Rosier led from Gonzales and Villoresi, but at 46 laps Gonzales came in for his second refuelling stop. The engine was cut later, and a flashback in the exhaust pipe ignited the initial splash of fuel, and in a second the car was a mass of flame. But the fire service extinguished the blaze in very quick time, and Gonzales even restarted.

Villoresi was now second and Etancelin third, but then the latter was put out by a broken oil pipe and Ascari took his

place, while Peter Whitehead became fourth after a steady drive.

So Rosier completed his non-stop run (the only car not to stop) to run out the winner after ninety gruelling laps.

RESULT

Race distance 234.5 miles (99 laps of 2,405-mile circuit)

1. Talbot (L. Rosier), 3h 3m 36.3s, 76.63 m.p.h.; 2. Ferrari (L. Villoresi), 3h 4m 49.5s; 3. Ferrari (A. Ascari), 3h 4m 49.8s; 4. Ferrari (a) (P. N. Whitehead), 88 laps; 5. Maserati (s) (B. Bira), 87 laps; 6. Maserati (s) (D. Murray), 85 laps; 7. Maserati (s) (F. Gonzales), 84 laps.

Refulements: Maserati (s) (Platé), 1 lap; Talbot (Cabantous), 20 laps; Maserati (s) (Fangio), 24 laps; Talbot (Sommer), 37 laps; Maserati (s) (Farne), 42 laps; Talbot (Etancelin), 50 laps; Talbot (G. a.s.), 78 laps. Fastest lap (record), 1m 52.1s, 83.67 m.p.h.

Louis Rosier, the victor, receives frantic pit signals during the closing laps.



LES 12 HEURES DE PARIS

THERE were 38 starters in Les 12 Heures de Paris, run last Sunday over the 12.504-kilometre Monthéry road circuit. Chinetti, who fought for first place in his 2-litre Ferrari for the first nine hours, repeated his 1948 victory, at an average speed of 69.5 m.p.h., and Louveau (Talbot) established a new lap record, in 5 minutes, 26.2 seconds (85.7 m.p.h.). During the first hour and a half Louveau's Talbot shook its fuel tank to pieces, was patched up at the pits, and it was on the 28th lap that Louveau set up the new lap record before retiring.

After leading for nearly three hours, Trintignant, driving a 1,500 c.c. Simca, retired, and at half distance the order

was: Ferrari (Roosdorp-Pilette), Ferrari (Chinetti-Lucas), Delage (Gerard - de St. Didier). It was still anyone's race, and half an hour later the lead changed. Pilette stopped at his pit, and Chinetti and Gerard overhauled him. At 2 p.m. thirty cars were still running, but pit stops were frequent and long. Chinetti was having trouble with his Ferrari and was forced into his pit many times; Gerard, with the Delage, led on the 60th lap, but two laps later was back at his pit for water, brake adjustment and a wheel change. Chinetti took over the lead again, and held it to the end.

Meanwhile the small British entry—consisting of Fotheringham-Parker and Meyer in a 2-litre H.W. Alta, and a

venerable 1,500 c.c. Aston Martin, driven single-handed by Polledry, finished well, the Alta being third in its class and Polledry winning his.

PROVISIONAL RESULTS

	Laps
1. Ferrari 2,000 (Chinetti-Lucas)	107
2. Delage 3,001 (Gerard-de St. Didier)	104
3. Ferrari 2,000 (Roosdorp-Pilette)	104
4. Simca 1,100 (Gordine-Veyron)	99
5. D-B 750 (Arnaud-Beaulieux)	97
6. Delage 3,500 (Auriac-Roulet)	96
7. H. W. Alta 2,000 (Fotheringham-Parker-Meyer)	96

CLASS WINNERS

Over 3,000 c.c.: Delage (Arnaud-Beaulieux), 62.7 m.p.h.; 2,001-3,000 c.c.: Delage (Gerard-de St. Didier), 67.8 m.p.h.; 1,501-2,000 c.c.: Ferrari (Chinetti-Lucas), 69.5 m.p.h.; 1,101-1,500 c.c.: Aston Martin (Polledry), 55.2 m.p.h.; 751-1,100 c.c.: Simca Gordini (Gordine-Veyron), 64.6 m.p.h.; up to 750 c.c.: D-B (Arnaud-Beaulieux), 63.1 m.p.h.

HANDICAP RESULTS

1. D-B 750 c.c. (Arnaud-Beaulieux); 2. Aero Minor 750 c.c. (Poch-Mouche); 3. Simca Gordini 1,100 c.c. (Gordine-Veyron); 4. Ferrari 2,000 (Chinetti-Lucas); 5. Monopole 1,100 c.c. (Lienard-Guerne); 6. Simca 1,100 c.c. (Fanfani-Cherrie).

SKILL COUNTS

THE hill-climb course at Great Auclum, near Reading, is a great success, having been designed to put an extra value on skill and courage as well as the efficiency of the cars. Mr. Neil Gardiner, by whose permission these events are held, deserves praise indeed for the work he has done in designing the course.

Last Sunday the Hants and Berks Motor Club, with seven invited clubs, held a meeting which was thoroughly successful in spite of the early rain and strong winds.

From the start line the road goes downhill to a right-hand bend of which the outer part has been made into a 45 degree banking with a vertical step at the top. Drivers' success in the climb can be made by taking the whole bend at the top of the banking at a considerably faster speed than would be possible on the inside of the bend.

Only a handful of drivers tackled the banking in the way intended by the designer. G. A. Ruddock, H.R.G., had put up fast practice times using the banking, but overdid it on his first official run, getting two wheels over the top. Mrs. Thelma Ruffer was not so fortunate, going head first over the edge. The Alfa rose high in the air and somer-

saulted, the driver suffering only a bleeding nose.

Special mention should be made of first-class climbs by H. Kemp Place in 26.11 sec in a vintage Bentley; L. H. W. Heyward, 27.21 sec in a blown Austin Ulster; and J. M. Burn, who also made excellent use of the banking to record 24.73 in an A.C.-engined Nash special. W. C. Cuff drove two cars with such precision that in his 500 and in a Ford V8 special, three of his times were 25.72 sec.

PROVISIONAL RESULTS

Sports cars up to 1,100 c.c. unsupercharged.—1. Austin, 1.081 c.c. (A. M. R. Mallock), 26.32 sec; 2. Morgan, 1.098 c.c. (J. M. Sparrowe), 26.85 sec.

Sports cars 1,101 to 1,500 c.c. unsupercharged and up to 1,100 c.c. supercharged.—1. H.R.G. 1.496 c.c. (G. A. Ruddock), 25.67 sec; 2. Amicar 1,100 (s) (V. J. Burn), 25.85 sec.

Sports cars 1,501 to 3,000 c.c. unsupercharged and 1,101 to 1,500 c.c. supercharged.—1. A.C. Nash 1.991 c.c. (J. M. Burn), 24.75 sec (record); 2. F.W.-B.M.W. 1.971 c.c. (B. F. Peacock), 25.09 sec.

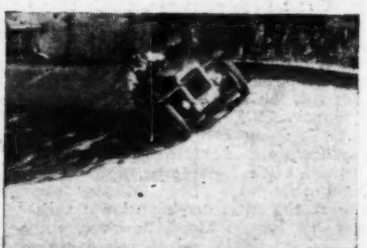
Sports cars 3,001 c.c. upwards unsupercharged and 1,501 c.c. upwards supercharged.—1. Janette 2.664 c.c. (G. D. Parker), 24.56 sec (record); 2. H.R.G.-Mercury 3.917 c.c. (A. W. Francis), 25.55 sec.

Racing cars up to 500 c.c.—1. Hells Hammer IV 500 c.c. (W. C. Cuff), 23.79 sec (two entrants only).

Racing cars 501 to 1,100 c.c.—1. Cooper 1.097 c.c. (B. E. Bradnock), 24.02 sec; 2. Heath-J.A.P. (C. N. Heath), 24.60 sec.

Racing cars 1,101 to 3,000 c.c.—1. Norris Sol 1.452 (s) (C. Heyward), 23.60 sec (record); 2. Bugatti 1.990 (s) (P. Mould), 24.16 sec.

Racing cars 2,001 c.c. upwards.—1. A.J.B. 4.425 c.c. (A. J. Butterworth), 23.50 sec (record); 2. Bugatti 2.201 (s) (J. E. B. Little), 23.35 sec.



Right and wrong. Mrs. Thelma Ruffer commences her somersault, while, below, L. H. W. Heyward uses the banking to speed his Austin Ulster.



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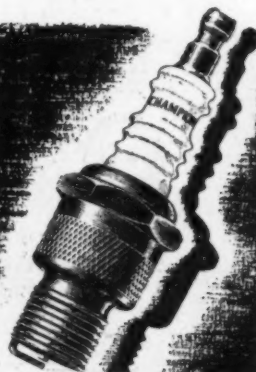
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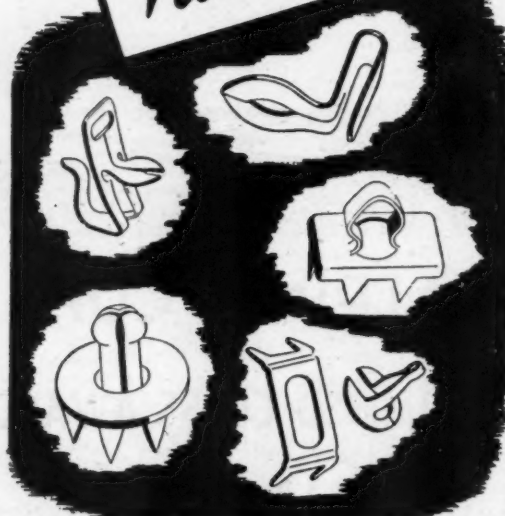
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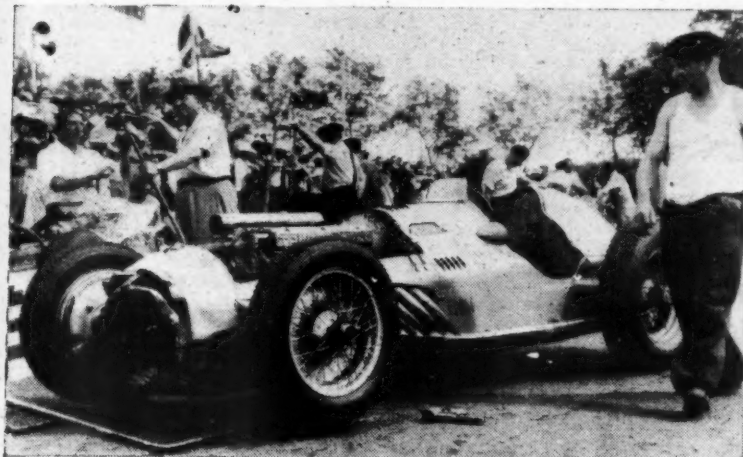
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THE SPORT

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Sommer's Lago Talbot, triumphant but battered, after its half a length win in the first heat of the Albi G.P. from Fangio's 4CLT Maserati.

"WHEN you have a 5½-mile circuit, with the start and finish on an acute bend in front of the stands, anything can happen," one spectator told me. "It did," he added, after seeing the twelfth Circuit de Vitesse d'Albi, run in two 17-lap heats on July 16. Winner was Rosier in a Lago Talbot, who clocked the least aggregate time, but Sommer, also with a Lago Talbot, provided the finest thrill of the day. Fangio, in a 4CLT Maserati, was leading the first heat comfortably until the seventeenth lap; he had, in fact, knocked nearly five seconds off Villolosi's 1948 lap record; Sommer's Talbot was gaining, but it surprised everyone when both cars appeared together almost within sight of home.

Taking the outside of the bend at a deliberately impossible speed, Sommer swept past in a wild slide, to cross the finishing line half a length ahead. Ten

yards later he was broadside across the road in a flurry of strawbales and a battered car.

From fifteen starters, only five completed the course of the first heat—Sommer, Fangio, Rosier, Gonzales (Maserati), Trintignant (Simca). Flagged off were Pagani (Maserati), Levegh (Talbot), Manzoni (Simca), Ascari (Ferrari), Claes (Talbot), Farina (Maserati), and de Graffenried (Maserati). These, with the exception of Sommer's Talbot and Fangio's Maserati, which was spewing oil, ran in the second heat, which was won by Gonzales from Rosier. The latter was, however, Albi's outright winner—he had clocked least aggregate time for both heats.



IT was a damp Brands Hatch last Sunday, when the 500 Club held a race meeting for 500 c.c. racing cars, for the rain did not stop until just after four. The first lap of the first race was marked by an unfortunate accident; Ken Smith, in the Smith Special, and Ken Watkins (Cooper-J.A.P.) came into collision on the Clearways bend, the latter turning over three times, and subsequently being taken to hospital with a broken collar bone. Provisional results are as follows:—

Race 1.—Heat 1: Cooper-J.A.P. (S. A. Coldham), 59.72 m.p.h.; Heat 2: Emerson-J.A.P. (P. R. Emery), 62.66; Heat 3: Cooper-Norton (W. J. Whitehouse), 61.28 m.p.h. Final: 1, Emerson-J.A.P. (P. R. Emery), 63.68; 2, Cooper-J.A.P. (S. A. Coldham); 3, Cooper-J.A.P. (G. H. Wicken).

Race 2.—Heat 1: Cooper-J.A.P. (I. Burgess), 52.85; Heat 2: Cooper-J.A.P. (J. F. Westcott), 62.31; Heat 3: Cooper-J.A.P. (J. N. Cooper), 60.57. Final: 1, Cooper-J.A.P. (I. Burgess), 62.67; 2, Cooper-J.A.P. (J. F. Westcott); 3, Cooper-J.A.P. (S. A. Coldham).

Race 3.—1, Cooper-J.A.P. (J. F. Westcott), 62.28; 2, Cooper-J.A.P. (S. A. Coldham); 3, Cooper-J.A.P. (G. H. Wicken).

Race 4.—Heat 1: Cooper-J.A.P. (R. Montgomery-Charlton), 59.93; Heat 2: Cooper-J.A.P. (E. Winterbottom), 51.66. Final: 1, Cooper-J.A.P. (G. H. Wicken), 52.82; 2, Cooper-J.A.P. (J. Leary); 3, Cooper-J.A.P. (E. Winterbottom).

Race 5.—1, Cooper-Norton (E. Brandon), 52.13; 2, Cooper-J.A.P. (I. Burgess); 3, Cooper-J.A.P. (G. H. Wicken).



VARIETY, we are often told, is the spice of life—and life may include motor racing. It seems, therefore, that the *Daily Express* International Trophy meeting, to be run on August 26, has been planned with just this variety of spice constantly in mind. In addition

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COMING SHORTLY

- JULY 28.—Ulster A.C. Trial, N. Ireland.
- 29.—West Hants and Dorset C.C. Hill-climb, Blandford, Dorset, 12.30 p.m.
- 29.—Mid-Cheshire C.C. Tour and tea party, starting the White Barn Hotel, Cuddington, near Northwich, 3 p.m.
- 29.—Aston Martin O.C. St. John Horsfall race meeting, Silverstone, starting 11.30 a.m.
- 30.—Geneva G.P. and Grand Prix des Nations, Geneva, Switzerland.
- 30.—Suse-Mont Cenis hill-climb, Italy.
- 30.—Cemlan M.C. Gymkhana, College of Estate Management sports ground, Hinchley Wood, Surrey, 2 p.m.
- 30.—A.C. Owner's Club. Point to point map reading and navigation trial, starting Cannons Hotel, Ware, Hertfordshire, 2.30 p.m.
- 30.—Shenstone and D.C.C. Challenge half-day trial, with social evening at the Plough and Harrow, Shenstone, near Lichfield, 7 p.m.
- AUGUST 3.—Jersey M.C. and L.C.C. Bouley Bay hill-climb, Jersey.
- 5.—Mid-Surrey A.C. Barnstaple Trial.
- 6.—Plymouth M.C. 200 Challenge Trophy Trial, Devon.
- 6.—Comminges Grand Prix, France.
- 6.—St. Bernard hill-climb, Italy.
- 6.—Freiburg-Schausland mountain race, Germany.
- 7.—Nottingham S.C.C. Race meeting, Gamston aerodrome, near Retford, Nottinghamshire.
- 7.—500 Club. Race meeting, Brands Hatch.

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to the Trophy itself, in which the season's debutante, the B.R.M., will, of course, race for the first time, a production car race, and a ten-lap race for five-hundreds, there will be a one-lap parade of ancient cars.

LT.-COL. Goldie Gardner has done it again. On Monday night the Royal Automobile Club de Belgique announced his speeds for three more class speed records which he established on that day on the Jabbeke-Aeltre motor road, near Ostend—the flying kilometre (119.665 m.p.h.), flying mile (121.089), and the flying five kilometres (117.687 m.p.h.), for international class J cars, up to 360 c.c.

He was using two cylinders of the six-cylinder M.G. engine, giving 332 c.c. supercharged. Conditions were far from ideal. "There was a terrific wind on the return run," said Gardner. "The engine worked perfectly, but I had some overheating on the return, and was forced to free wheel for a couple of seconds. By then I was clocking 114 m.p.h. . ."

Out on the broad highway at dawn on

Nottingham S.C.C.—Plans are now completed to run an invitation race meeting on August 30 at Bunny Village, near Nottingham. The Vintage, Leicestershire, Sunbac, Peterborough, Midland Motor Enthusiasts, and Sheffield and Hallamshire clubs have been invited to compete.

On Sunday afternoon, July 16, driving tests were held at Bunny Village, near Nottingham. Winner on aggregate time in the sports car class was Dr. Harris, driving a Frazer-Nash, and in the saloon class, E. H. Ashton, driving a Ford Ten.

Horsham and D.M.C. and L.C.C.—On Sunday, August 20, the club's annual night trial to Lulworth Cove will be held. Start will be from Horsham at 4 a.m.; breakfast stop will be in the New Forest, and the event will finish at Lulworth at approximately 11 a.m.

Middlesex County A.C.—A village-seeking competition was held on July 9, with twenty cars competing. The course lay through Shenley, Smug Oak, Pimlico and Trowley Bottom, finishing at Rinshall, and the principle of these club events is to avoid, where possible, all main roads. During the afternoon there was a drive from Rinshall to Woburn, through the beautiful park of the Duke of Bedford, and back.

Cheltenham M.C.—Best performance in the Second Annual Cheltenham Rally, run on Saturday, July 15, was put up by J. M. Readings (M.C.), who was awarded the Scott-Cooper and Outfitters trophies. In the concours d'élegance the Chamber of Commerce trophy, for the best ensemble of car and lady, went to G. H. Lotery, with a Rolls Royce.

Isle of Thanet M.C.—The Ramsgate speed trials were run on July 16, on the Undercliff Promenade, West Cliff, Ramsgate. Provisional results are as follows: Sports cars: up to 1,500 c.c.: Lester M.G. 939 (E. W. Filer), 23.51s; up to 1,500 c.c.: M.G. Magnette 1,287 (D. Davies), 20.46s; up to 2,750 c.c.: B.M.W. 1,996 (G. Tyrer), 17.55s; up to 2,750 c.c.: Jaguette 2,664 (G. D. Parker), 18s; over 2,750 c.c.: H.C. Spl 3,622 (H. Cocker), 21s.

Mr. Victor Deacock, F.I.M.I., who relinquished his position as service director to the Caterham Motor Co. group in March last, has joined Langney Motors, Ltd., Eastbourne, as general service manager.

Lodge sparking plugs were used by the winners of the International Road Race, in Jersey, and the Grand Prix d'Albi.

Mr. S. Davies has been appointed to succeed Mr. A. Struthers as district manager (north) of the southern division of the Goodyear Tyre and Rubber Co. Previously Mr. Davies was the special giant tyre representative in the

Monday, his well-known car sped three times over the course, but when he stopped officials found that the timing apparatus had failed to work. New parts were sent from Brussels, and it was early evening before Gardner could start his runs again. These records were previously held by Count Lurani, of Italy, at 106.6, 105.5 and 105.5 m.p.h., respectively (the new figures are subject to confirmation).

NOTE for week-end diaries: the Blandford speed hill-climb will be run tomorrow, July 29, at Blandford Camp, Blandford, Dorset. Practising starts at 9 a.m., the meeting proper at 12.30 p.m. There are 93 entries, which include a fair sprinkling of Cooper 500s, Allards and M.G.s, the Freikaiserwagen, Poore's Alfa Romeo, Rhiando's Trimax, and a nice selection of H.R.G.s, Frazer-Nashes, F.N.-B.M.W.s, and Healeys. Prices of admission: adults, 5s; cars, 5s.

Also tomorrow is the Aston Martin O.C.'s St. John Horsfall race meeting at Silverstone, 11.30 a.m. Total entry is 112. J. A. C.

CLUB NEWS

Saloon cars: up to 1,500 c.c.: Javelin 1,497 (C. J. Turner), 23.45s; over 1,500 c.c.: Riley 2,443 (G. H. Grace), 23.45s. **Racing cars:** up to 500 c.c.: Monaco 498 (C. Tipper), 18s; up to 1,500 c.c.: Cooper 996 (D. N. Brake), 17.45s; up to 2,000 c.c.: Alta 1,970 s (J. B. Norris), 17.12s; over 2,000 c.c.: Bugatti 2,992 (A. S. Raven), 17.50s. **F.t.d.:** Alta 1,970 (J. Norris), 17.12s; f.t.d. by unsupercharged racing car: Cooper 996 (D. N. Brake), 17.45s; f.t.d. by sports car: B.M.W. 1,996 (G. Tyrer), 17.55s; f.t.d. in unsupercharged sports class: B.M.W. 1,917 (L. Gillbanks), 18.45s.

M.G. Car Club (Scottish Centre).—Twenty-two competitors enjoyed keen competition in a selection of four driving tests at Hatton House Estate, near Edinburgh, on Sunday, July 9. Best aggregate time was made by J. McKie, driving an M.G.; runner-up was W. K. Stewart, in an H.R.G.

Peterborough M.C.—There were 34 competitors in the Annual Rally, driving tests and sprint meeting held at Conington Airfield on July 9. The meeting took place in brilliant sunshine and was voted a most successful club event. **Result:** **saloon cars:** M.G. 1,250 (J. L. Shaw); **sports cars:** up to 1,500 c.c.: TC M.G. (C. F. Harrison); over 1,500 c.c.: Silverstone Healey (S. J. Boshier); super sports cars, any capacity: Mercury Spl (J. P. Chapman). Best performance of the day: J. P. Chapman; best performance by member of P.M.C.: S. J. Boshier.

Bristol M.C. and L.C.C.—Provisional results for the Veteran and Edwardian rally and reliability trial run at Bristol on July 15 are as follows: Best veteran car: 1902 Century (L. P. Hunt); best Edwardian car: 1910 A.C. Sociable (F. H. Parker); class 1: 1904 Oldsmobile (G. Mawer); class 2: 1902 Mercedes (G. Oliver); best single-cylinder car: 1904 Humber Forecar (S. J. Humphries); best-maintained car: 1911 Rolls-Royce (W. F. Watson). **Rally awards:** Veteran cars: 1902 Panhard et Levassor (E. S. Berry); Edwardian cars: 1910 Renault (E. Chambers). Special award for oldest car in rally: 1898 Star (F. S. Rowden).

IN BRIEF

southern division of the Goodyear company.

Mr. Selden T. Williams, vice-president of the Scovill Manufacturing Co., Inc., has been elected president of its subsidiary company, A. Schrader's Son, Inc., the suppliers of tyre valves, gauges and air equipment.

A special celebration was held recently at the King's Hotel, East London, South Africa, to welcome the first South African-built Standard Vanguard. During the ball, arranged by Mr. R. S. Strachan, managing director of the South African subsidiary of the Standard Motor Co., the car was christened with champagne by the mayoress of East London.

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1949 **M.G.** T.C. Two Seater, red, red leather, 4,000 miles.

1949 **RILEY** 1½-litre Saloon, black, brown leather, 7,000 miles.

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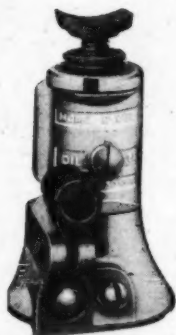
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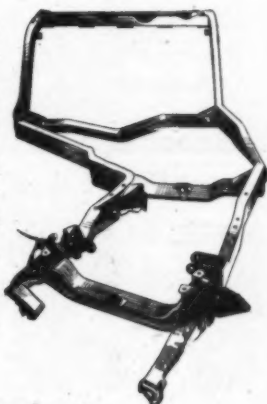
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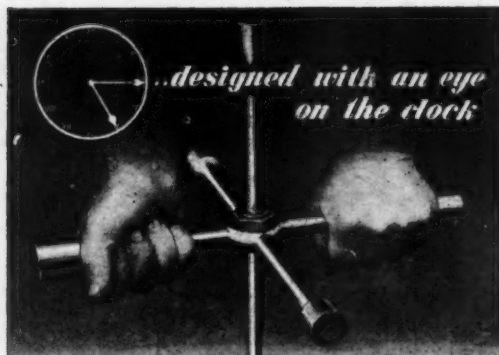
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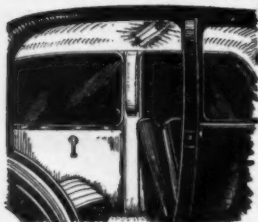
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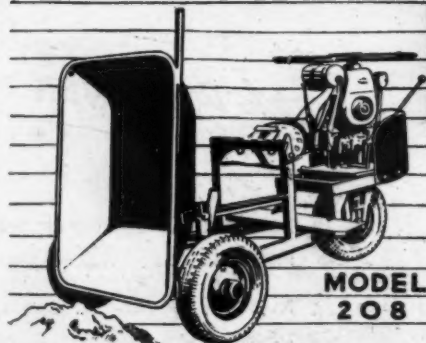
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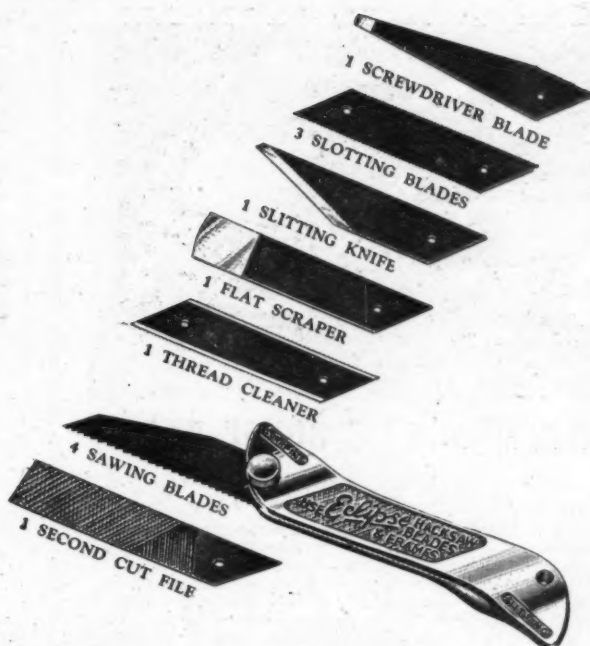
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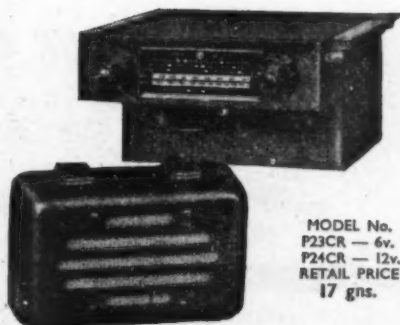
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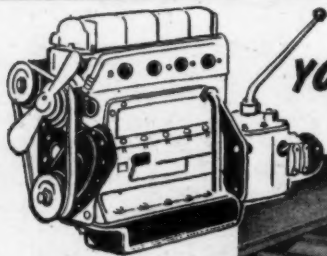
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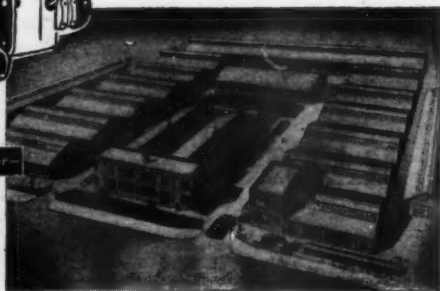
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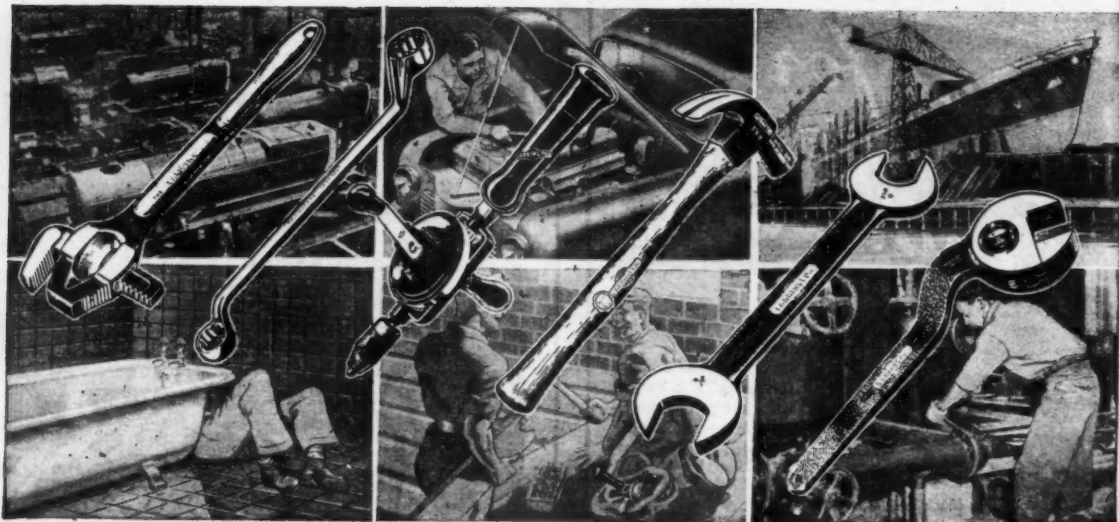


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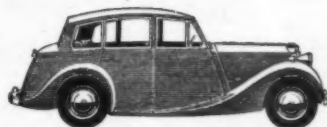
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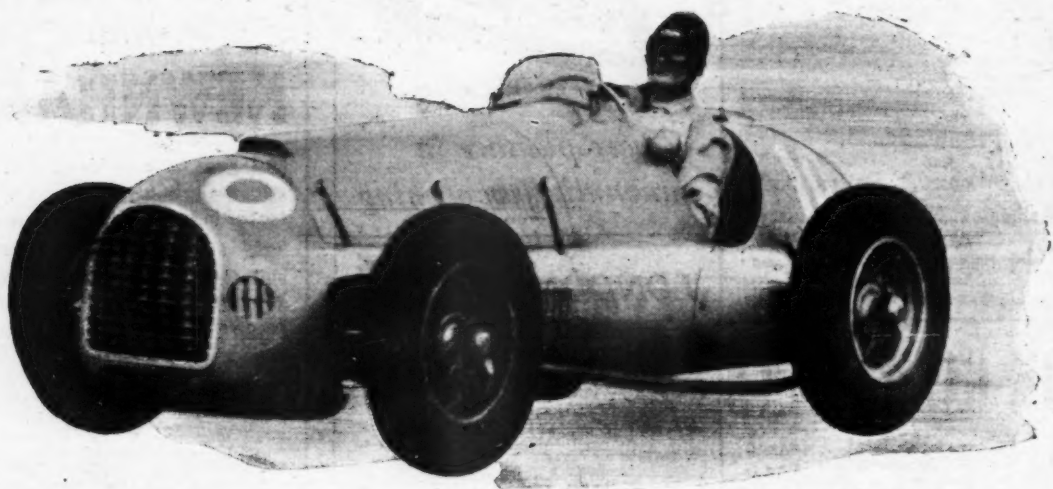
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1935 Alvis limousine, 7 seats, face forward body swept tail by Mayfair Carriers, this car has not been used since September 1939, fitted with discs, the original spare never been used, mileage 35,000 (the owner: the car must be seen to be appreciated, it is absolutely as new).—Rings, 201, Clapham Rd., S.W.9. Macaulay 1512.

ALVIS 12/70 Sportsman's saloon, May 1937, finished in maroon, with black leather, black and red leather upholstery, the whole car being in very clean condition throughout and in excellent mechanical order, having had complete transmission overhaul, new clutch plates, re-lined brakes, etc. approx. 12,000 miles back, all tyres renewed January this year; one owner to 1941, one other since; specially recommended and fully guaranteed in writing.

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ALVIS Speed 25 tourer, first registered November 1946, completely reconditioned last year, engine, axle, etc., by Burtonwoods, axle, brakes, steering, instruments and electric all stripped and reconditioned by parts required, all new shock absorbers, body reconditioned, upholstered in Dunlopillo and leather, all plated parts rechromed, new hood, sidescrubs and tonneau cover; a car which has been recommended by many buyers regardless of cost; £875, including licence to 31st December.—Carrs Auto Sales, 2, Southend, Croydon 6088.

ALVIS and AGAR have a selection of much above average cars in stock at highly competitive prices; models include: 12/50 saloon, 12/60 Beetleback (specimen car), 1935 and 1936 17hp saloons, also 1933 Speed car; if you have any Alvis wants or queries, let us know, our letters dealt with immediately. We welcome details of any cars for disposal, and have many customers on our books for good condition cars; special easy hire purchase available and immediate insurance. Alton Garage, "The Alvis People," 17, Brook Mews North, Craven Rd., Paddington 3552 and 4710.

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ALVIS 14hp saloon, black with green leather, fitted radio, 1949.

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CAR MART, Ltd.

ARMSTRONG 1949 Typhoon saloon, 8,000 miles: £1,295.

ARMSTRONG 16 1947 Hurricane coupe, 13,000 miles: £295.—Car Mart, Ltd., 150, Park Lane, N.W.1. Grosvenor 3434.

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1939 Armstrong Siddeley 25hp 7-passenger limousine, black, lawn cord upholstery to rear seats, blue leather to driving seat with division, genuine mileage since new 47,000, one owner, coachwork unmarred, mechanically excellent, tyres as new, whole car in 1947 condition: £395.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040.

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1938 Armstrong Siddeley 17hp saloon, genuine 24,000 miles from new, one owner, in the most superb condition, which must be seen to be appreciated: £685.

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1934 Armstrong Siddeley 20hp long chassis 7-seater, excellent condition throughout: £225.—Garage Serv. Co., Hoop Lane, Golden Green, N.W.11. Speedwell: 3408.

1938 Armstrong Siddeley 17hp saloon, green, in exceptional fine condition throughout, very trial, bargain: £375.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.

WALTER SCOTT, Ltd.—Late 1936 Armstrong 17 sports saloon, exceptional mechanical condition, nearly new tyres, bargain: £225.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914.

1939 Armstrong Siddeley, Dec. 1939, 16hp de luxe 4-door saloon dark blue, sliding head, blue leather, pre-selector, new tyres, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

HANKARD & SMITH, Ltd., offer 1946 Armstrong Siddeley Hurricane drop head four-seater coupe in original blue with beige leather; speedometer reading 17,000 miles, which is believed genuine; fitted radio and heater; any test or examination: £775; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4301-2-3.

1939 Armstrong Siddeley 17hp eight-seater enclosed limousine, black, lawless finished in black and chrome, coachwork literally unmarked and whole car in such beautiful condition that it could easily put many post-war models to shame; privately owned by same concern since new and never used for hackney, private hire or similar purposes. This car has actually been at the disposal of the executives of a leading British organisation and has been chauffeur maintained and driven all its life in Southern and Southward occasional seats are fitted, together with intercom, heater and host of luxuries; the interior is like new and every item of equipment is in 100% working order; mechanically this limousine is in the same exclusive order, leaving nothing whatsoever to be desired; any examination, test or trial will be welcomed.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities: part exchanges. [1855]

L.F.F. & SAUNDERS require 7-seaters—(100 Limousines displayed lists posted) Below.

1939 Series Long-25 also 17hp, leather throughout, partition, widest occasional, black, genuine low mileage, privately owned, £685. Below.

8500 genuine mileage, 1939 Long-17hp-partitioned, blue leather limousine, widest occasional, reasonable cost. Seen: Providence Court, Grosvenor Square, 2941-Maryland. [2897]

Armstrong Siddeley Cars Wanted

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5.

CASH immediately for good Armstrong Siddeley.—H. P. Edwards, 28, Upper High St., Epsom. 9400.

CASH buyers of low mileage Armstrongs: distance no object.—Hutton, Lord St., Southampton. [1076]

ARMSTRONG MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. GSA 8000. Seven Sisters Rd., Tottenham N.15.

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843.

ARMSTRONG Siddeley Spares and Service

JOHN BRODRICK, Ltd.

100% Armstrong Siddeley service.

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none.

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds 4. Tel. Leeds 20109.

PRESLECTOR gear box service; spare parts supplied; recommended specialists.—A. A. Engineering, Grant Rd., Addiscombe, Croydon, Surrey. [0779]

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London Distributors, Work, Hawley Crescent, Camden Town. Tel. GUL 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216.

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing, complete overhaul, mechanical or coachwork.—Central Garage, Tel. Oro 7464.

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors for London, Catalogues and details of new 2.6-litre available from: New Bond St., W.1. Tel. Mayfair 5351-6.

103.

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 2759.

£450 or nearest offer received within next three weeks for 2-litre Aston Martin 1937 sports 2-4-seater, excellent mechanical order and of good appearance.—Box 5264.

1938 (7.1.38) Aston Martin 3-litre sports four-door sal., colour two-tone green with grey elephant hide upholstery, immaculate condition throughout, virtually unmarked, beautiful pair of Grebel head lamps and many other extras, tyres very good, spare unused, taxed to end of year; genuine reason for sale: £250.—Powers, 99, Bridge Lane, Hendon, N.W.11. Mes. 1925.

1938 (July 2-litre d.h. coupe, one other owner, including telescopic hydraulic shock absorbers, all worn parts throughout car replaced, coachwork alone cost £180, black and silver grey, paintwork and chromium virtually unmarked, beautiful pair of Grebel head lamps and many other extras, tyres very good, spare unused, taxed to end of year; genuine reason for sale: £250.—Powers, 99, Bridge Lane, Hendon, N.W.11. Mes. 1925.

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POST-WAR Austin 8 required, cash payment.—Mr. J. 34, Streatham Hill, S.W.4. Tel. Hill 4428.

CASH buyers of low mileage Austin 8, distance no object.—Hutton, Lord St., Southampton. [1076]

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines).

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 10 1947 saloon, radio, 8,000 miles: £765.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

COACHCRAFT offer:—

£155.—1936 Austin 10 Lichfield 4-door saloon in order, recently reconditioned, good tyres, any trial, terms and exchange.

COACHCRAFT, Elm Rd., Evesham. Tel. 6339.

GLANFIELD LAWRENCE offer:—

1947 Austin 10 saloon, blue, brown leather: £685.—347, High Rd., R.13. Finchley 009.

1937 Austin 10: £325.—King's Motors, 1, High St., Hounslow. Tel. 3532.

1940 Austin 10hp saloon, excellent all round condition, new tyres: £425.

HILLINGTON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412.

BRITONS, Ltd., offer 1935 Austin 10 Cambridge saloon, black, superb order, specimen car: £395.

AUSTIN 10 saloon, blue, reconditioned engine, clutch, etc., early model but excellent condition, tank: £150, bargain.

14.—Osten Mews, Emperor's Gate, S.W.7. Wes. 1302.

AUSTIN 10 1935 sun sal., excellent cond., reconditioned engine, recollared: £195.—Tel. Orpington 5278.

1947 (July) Austin 10 de luxe saloon, grey, brown leather, one careful owner, taxed year: £685.

PARKSONS & PARKSONS (AGENTS), Ltd., Potter St., Harlow. Potter Street 12.

135 gns.—Austin 10 de luxe saloon, superb condition.—Autosnips, 5, Balham High Rd., Balham 1309.

1947 Austin 10 saloon, speedometer 10,000, in perfect condition throughout, one careful owner, recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia 2234.

1940 Austin 10, very good condition: £435.—Barnes Garage, 315, Finchley Rd., London, N.W.4. Hampstead 2221. Mal 1627.

1937-8 Austin 10 de luxe saloon, in immaculate condition throughout: 299 gns; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., J. Hornsey, Mounview 5228 and 5774.

1947 Austin 10 de luxe saloon, black, brown leather, upholstery, 16,000 miles, in immaculate condition; terms and exchanges.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0552.

1941 Austin 10 saloon, maroon, nice condition: £450.—Hollings, Pebleddon, Betchworth (Tel. 3537). Surrey. Can be seen Reigate.

APRIL 1947 Austin 10 de luxe saloon, black, brown leather, 16,000 miles, one owner, taxed year: £675.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 9094-5-6.

J. SHAFER & Co., Ltd., offer 1936 Austin 8 G. Sherborne de luxe saloon, really good condition: £235.—120-32, Cricklewood Lane, N.W.2. Glidstone 3511-3.

395 gns.—Austin 1

WIMBUSH for Austin.

1949 Austin A40 Devon saloon, fawn with beige upholstery, 19,000 miles by one careful owner, £255.

1949 Austin A40 Dorset 2-door saloon; £225.
R. G. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Phone 4401.
TOM GARNER, Ltd., offer:—

1949 Austin A40 Devon saloon, portland grey with beige leather, sun roof, heater, etc., 5,000 miles.

1949 Austin A40 Countryman, grey, 3,000 miles only.
T. J. GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.

1948 A40 Dorset, sliding roof, heater mod. 1.
GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3263.

1949 Austin Devon saloon, 10,000 miles—Lawton-Goodman, 56, North Audley St., W.1. Mayfair 5560.

1949 Austin A40 Dorset, radio, heater, 12,000, immaculate, one owner, taxes, Sun St. Edmunds 535.

1949 Devon saloon, black, sun roof, heater, 8,500 miles; £870—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011.

1948 Austin A40 Devon 4-door saloon, radio, heater, 13,000 miles; £785—Northways Garage, Swiss Cottage, N.W.5. Primrose 1127.

1948 Austin Devon, black, beige leather, one owner, 2,700 miles, fitted radio, heater and many extras, condition as new—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011.

1949 Austin Devon, black, beige leather, sun roof and heater, genuine 10,000 miles, 3,000 miles as new; £840—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. 1881.

1949 NAYLOR & ROOT, Ltd.—1949 Austin A40 saloon, green, fawn upholstery, 7,000 miles, equal to new throughout; £799; 3 months' guarantee; choice of 350 quality cars, demonstrations free within 100 miles; terms available—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday.

Austin A40 Cars Wanted

C

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars—297, Euston Rd., N.W.1. Euston 1212.

1949 SMITH'S, the Austin A40 buyers—Hamstead High St. (Hamstead Tube) Ham 6041.

1949 Austin A40 cars wanted—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6597.

1949 Austin A40 cars wanted—Motourists Ltd., 268, Chesham St., London, W.1. Mayfair 10785.

1949 Austin A40 cars wanted—Immediate cash buyers of A40s and 10hp saloons—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2.

AUSTIN TWELVE

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THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars—297, Euston Rd., N.W.1. Euston 1212.

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NEWNHAMS, Ltd.

1948 Austin 16 saloon, black with brown, carefully used.
N. W. HAMS, House, 235-7/9, Hammersmith Rd., London, W.6. Riverside 4646.

1948 Austin 16, 14,000 miles, as new throughout; terms and exchange.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539.

1948 Austin 16hp S.R. saloon, black with brown leather, 14,000 miles.
T. J. GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.

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T. J. GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.

1949 Austin A70 Hampshire sal., blue, fawn leather throughout, sun roof, radio, heater, 8,000 miles only—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952/4.

AUSTIN EIGHTEEN
CAR MART, Ltd.

LONDON Distributors
AUSTIN 18 1936 York long-chassis saloon; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

SIMPSON'S MOTORS offer:—
1939 Austin 7-seater, £10 per year tax, immaculate condition; £200.

SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists) Wembley 3905.

AUSTIN 18hp limousine, seven forward seats, excellent running order, 1935/6; £250.—Gla. 2055.

AUSTIN 18 Iver limousine—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

AUSTIN 18hp Tickford drop head saloon, 1938 model, in wonderful condition, 25,000 miles only; £550.—Sands, Burnham, Bucks. 84.

LIMOUSINES, 1938, Iver 7-seater £10 tax, bargain; £255.—Lawton-Goodman, 135, Cricklewood Road, N.W.2. Gladstone 2226.

R. C. MORTLAKE offers 1937 Iver 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253 Kensal Rd., W.10. Ladbroke 5155.

R. OSE & YOUNG, Ltd., offer 1938 Austin Iver 7-passenger saloon, black, reconditioned engine; £725.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). 1.45 Hill 6464.

1937 division, 7-seater face forwards, leather throughout, in perfect condition, fitted with new tyres; 1938 Austin 18 double-enclosed limousine with 50000 miles; £1000.—W.9. Tel. Maida Vale 5184.

1938 Austin 18, 1938, Iver 7-passenger saloon, black, brown leather, sliding partition, face-forward, occasional good tyres, very carefully used, exceptional condition; terms, exchange; list; open 9-7 week-days and Saturdays.—253 Kensal Rd., W.10. Ladbroke 5155.

1938 Austin 18, 1938, Iver 7-passenger saloon, black, brown leather, sliding partition, face-forward, occasional good tyres, very carefully used, exceptional condition; terms, exchange; list; open 9-7 week-days and Saturdays.—253 Kensal Rd., W.10. Ladbroke 5155.

1938 Austin 18, 1938, Iver 7-passenger saloon, black, brown leather, sliding partition, face-forward, occasional good tyres, very carefully used, exceptional condition; terms, exchange; list; open 9-7 week-days and Saturdays.—253 Kensal Rd., W.10. Ladbroke 5155.

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WORKING MOTORS (MAYBURY HILL), Ltd. (Working 1928), offer: £985. 1934 3½-litre Bentley sports saloon by Barker, recently checked over by Bentley

1928), offer: £985. 1934 3½-litre Bentley sports saloon by Barker, recently checked over by Bentley

1947 (Nov.) Bentley Mark VI S.S. saloon; ex changes and terms.—Swanmore Garage 1,176-80, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [305]

1937 4½-litre Bentley fitted with Hooper drop head
2-seater coupé, colour grey; £1,385.—Jac-
quier, Ltd. 225-7, Hammersmith Rd., W.6. Riverside
6577-8. [297]

1948 (April) Mark VI standard Bentley saloon
(specification not stated) from new. 3-seater. 37.00

ROSS BROS., Ltd., Ben Rhydding, Yorks. Tel. Ilkley 1030. [245]

ROLL-S-BENILEY 3½-litre 4-door saloon, in excellent order beautifully maintained, 2 owners, taxed year, £950.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7 Kensington, S.W.6. (217)

MARK VI standard Bentley saloon, finished mistletoe green with brown leather upholstery, 22,000 miles, first registered December 1948.—Wards, of Putney, 72 West Hill, S.W.15. Vandyke 1535. (901)

ROSE & YOUNG, Ltd., offer 1936 series Bentley 3½-litre, sports saloon, Towns & Mahorley, £1,075.

1939 Bentley 4½ overdrive, magnificent foursome drop head coupe, Park Ward show model, immaculate in all details; \$2,750; would exchange house or burgalow — Taylor, 27 Elvinstown Place, S.W. 7, Western.

HOOVER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., S.W.1, offer advice on the purchase of new and second-hand cars, and will be very pleased to show customers round their factory at Western Ave., Acton W.3. Official Rolls-Royce and Bentley dealers.

1937 4½-litre Bentley super attractive Gurney Nutting sedan coupe K.T. series, excellent chassis, £1,575; and 1938 4½ Bentley L.S. Series full razor-edge saloon by Park Ward, just completely serviced, in beautiful condition; £1,875.—J. F. Crawley, Western 8015 (301)

CHIPSTEAD MOTORS, Ltd. See under Sports Cars
advert. No. 2759.
41-litre saloon, well shod, plate clutch, £10 tax.
£250.—Box 5596.

4½ Bentley coupe, 1934, 5-litre engine, 2,000 miles, overhaul, good tyres, reliable: £110 quick sale.

BENTLEY 6½-litre streamlined sports saloon, first registered 1936; £750.—Moreton Garages, Albert Embankment, S.E.11. Reliance 4016. {2006

£875—Bentley 26.8hp Freestone & Webb 4-door sports saloon, discs, radio, excellent tyres; considered, or exchange new Vanguard or similar.—Box 5619. [2504]

RED Label 3-litre Bentley, 1926 model, with 1927 en-

1928 Bentley 4½ fabric saloon, less than 500 miles since engine and chassis completely

overhauled (rebuilt where necessary) by well-known expert at cost of nearly £300 (detailed accounts available) body repainted, new battery good tyres; £425.—Write Box H623, c/o Streets, 110, Old Broad St., E.C.2.

Bentley Cars Wanted

OUR demand is urgent.
OWNERS who have Bentley cars for disposal are

Invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515]

THE CAR MAR., Ltd., wish to purchase Bentley cars, 320, Euston Rd., N.W.1. Euston 1212. (0958)

WANTED, Bentley 3½- and 4½-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 369, St. Albans Rd., Watford. Tel. Garston 2369. [4987]

CASH immediately for good Bentley.—H. F. Edwards.
28, Upper High St., Epsom. 9400. [2872]
CENTRAL GARAGE, Croydon, wish to purchase any
type of Bentley cars.—Central Garage, Croydon.
Tel. Cro. 7464. [9318]
WE are open to purchase any type pre-war

RIPPOBROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 3340 (5 lines). f0907

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, —12, Wellesley Ave., W.6. Riv. 1415. 18363

ADVERTISER will exchange with cash adjustment either way a 1949 135M drop head Delahaye which

is unmarked for a post-war or late pre-war Bentley.—
J. Birkett, 121, Barking Rd., East Ham. Tel. Grange-
wood 4314. [1877
Bentley Spares and Service
TACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd. Merton.
S.W.19. Liberty 7222 (8 lines). 70624

CENTRAL GARAGE Specialist mechanics for all types

CENTRAL GARAGE. Croydon, specialists for all Bentley and Rolls-Royce models, servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7484. [1999

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Autocar

CHARLES POLLETT, Ltd.—Officially appointed repairers and repairers.
SHOWROOMS—19, Berkeley St., W.1. May. 6366.
SPARE parts.
SERVICE—12, Wellesley Ave., W.6. Riv. 1413. (3567)

B.M.W.
1938 329 model B.M.W. right-hand drive, 4-seater drop head coupe, sound and original condition, mileage 4,575;—Clayton Cars (Lond.) Ltd., 337, Fuston Rd., N.W.1. Tel. Euston 5223 (5 lines). (2532)

B.M.W. Cars Wanted
CASH immediately for good B.M.W.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 012. (2869)

A.F.N., Ltd.
JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer—
1949 Bristol saloon, 400/85A, metallic green, one owner, mileage 7,000, radio, passed by manufacturers. (10490)

1948 Bristol saloon, 400/85A, metallic green, one owner, always serviced by us.
FULL particulars on request.

FALCON Works, London E.4, Isleworth. Hounslow 0011.
HAROLD RADFORD & Co., Ltd.

1948 (April) Bristol 400, with 5-carburettor engine, 23,000 miles Bristol green with beige leather upholstery, one owner, in first-class condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). (10490)

CHARLES CRICKSHANK MOTORS The Centre.
Bristol, Tel. 25280.—Distributors in the West for Scotts, Details and catalogues on request. (10490)

SCOTLAND and Northern England; consult the enthusiasts—James H. Galt, Ltd., The Distributors, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7552.
BRIEF details of all models including type 401 4-5-seater on view, also Bristol type 400 saloons; used models available, the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466.
1939 Bristol 400, with 5-carburettor engine, 23,000 miles Bristol green with beige leather upholstery, one owner, in first-class condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). (10490)

A.F.N., Ltd., will purchase Bristol Type 400 saloons.
Falcon Works, London E.4, Isleworth, Middlesex. Hounslow 0011. (4613)

James H. Galt Ltd., Bristol distributors for Scotland and Northern England;—Works: 71-73, Dobbles Road, Glasgow C.3. Douglas 0658.
BRITISH GALANES
SEPT. 1938, 14 saloon, independent suspension, 43,000 miles, rebored, overhauled May; £400.—Silverstar, Wyndham, Monmouth, Thame, Minister 208.

1938 British Saloon 12.8hp sports saloon, seats 5, overhauled by makers, recollared, any trial; £375; exchange, cash or terms; can be seen at Ardley Garage, Cheltenham. Tel. 276.
British Saloon Spares and Service
CORA STE overhauled, repairs, service and spares for British Saloon cars—Raynes Park, London S.W.2. Tel. Walsingham 0185. (10245)

B.S.A.
1925 one—B.S.A. 1934 5hp Peerless four-door coupe, black and red leather, good condition, good condition; good condition; terms, exchange, list, open 7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2952)

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.
Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (3135)

B.S.A. Spares and Service
BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., London W.7. (10144)

BUGATTI
CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 2759.
BUGATTI, Type 49, £10 tax, complete engine overhauled; £250 or near.—Bostons, Ltd., Grafton St., Bristol 2. (2175)

1938 2-litre Bugatti G.P. supercharged, 12 chrome, aluminium wheels, large brakes, new tyres, Bugatti blue, road equipped; exchange late model M.G. or highest offer, £200.—Box 503.
Bugatti Spares Service
J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maids Vale 1331. (10071)

SIMPSON'S MOTORS offer—
1937 Buick special four-door drop head coupe, immaculate; £225.
1939 Buick Phaeton, American model, immaculate motor car, completely reconditioned, radio and heater, tyres as new; £750.
1939 Buick, as new, definitely immaculate motor car, mechanically perfect.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) Fembury, W.1. (1919)
JOE THOMPSON (MOTORS), Ltd., offers—
1948 Buick 51 super saloon, r.h.d., low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4858.
1934 Buick 31 saloon, leather upholstery, £345, radio, immaculate.—Value Cars, 363, Upper Richmond Rd., East Sheen. (3023)

1939 Buick 8 drop head four-door coupe, steering column gear shift, immaculate condition.—Autowork (Winchester), Ltd. Tel. Winchester 4534/306.
1948 Buick Super black saloon, l.h.d., 14,000 miles, grey cloth, almost new condition inside and out, heater, also radio, private sale; nearest to £2,500. Cottenham, Surrey 304, or Kingston, Thames 143.

ALPE & SAUNDERS require 7-seaters (100 Linnovans displayed lists posted). Below.
1939 Buick Double Enclosed, 8-forward, radio, 1946-condition, black, bargain, 3,905. Below.
1939 Buick Double Enclosed, 7-forward, black, 31,000, unquestionable condition, radio, privately owned, reasonable stock;—Providence Court, Grosvenor Square, 2341-Mayfair. (2900)

A VERY special Buick registered late 1947, £10 tax, full 5-seater short coupé sporting saloon in cream and red, chromium wheels, all new tyres and batteries, interior tastefully covered in rich Vienna brown velvet, built-in radio, cold air and central heating, automatic indicators, ample luggage accommodation, about 25,000 miles; words cannot fully describe this beautiful car which is offered at £1,195.—Eton Motors, 33a, Adams and Eve Mans, Kensington High St., W.8. (2972)

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 012. (2869)
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick Wembley 3903. (17994)
SOLE concessionaires, Lendrum & Harman, Ltd., will purchase used Buick models. Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. (10304)

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1948 Cadillac, 4-door, 1940 miles, available only with diplomatic privileges.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5551), and 12, Chelsea Manor St., S.W.3. (Finsbury 5181). (1914)

1947 Cadillac Type 61 2-door sports saloon, low mileage, magnificent condition; £2,150.—J. F. Crawley, Western 6015.
1939 Cadillac 4-door saloon, black, steering column change, R.H. drive, superb specimen; exchange and terms.—Swannmore Garage, 1,176-80, Christchurch Rd., Boscombe. Tel. Southbourne (5063)

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac Wembley 3903 (7996) SOLE concessionaires, Lendrum & Harman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. (10004)

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CHEVROLET (first reg. 1948, £10 tax) 4-dr. saloon, left-hand drive, heater, 30,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.
Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet Wembley 3903 (7997) SOLE concessionaires, Lendrum & Harman, Ltd., will purchase used Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (12718)

Chevrolet Spares and Service
CHEVROLET spares and repairs for private vehicles only.—Distributors for London and Home Counties: British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (12718)

ALLAN TAYLOR MOTORS, Ltd., offer
1938 Chrysler 24.4hp saloon; £500.
H. HUGHES, Wandsworth, S.W.18. Tel. Putney 6431. (2256)

1939 Chrysler drop head four-door, immaculate order, throughout.
GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. (2782)

1947 (11.3.47) Chrysler 24hp new-look Plymouth model, 15 de luxe saloon, right-hand drive, fitted built-in radio and heater (American), red leather upholstery, beautiful exterior in black and chromium; £1,450; terms, exchange, B.S.F. Ltd., 447, Waterloo Rd. Blackpool. Tel. 10253. (2377)

1947—Chrysler 24hp Wimbledon 6-seater touring 2295 saloon, 1937, fitted overdrive, finished in very clear black, leather upholstery, an exceptionally economical motor in clean condition throughout, one that has been privately owned and properly maintained since new; three months' written guarantee.
C. Beds. Tel. 2041/2/3. Easy and confidential hire purchase facilities; part-exchanges; free delivery.

CASH immediately for good Chrysler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 012. (2869)
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler Wembley 3903 (7998) FIRST-CLASS Chrysler cars urgently wanted.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405.
Chrysler Spares and Service
CHRYSLER appointed distributors, spares, all models, including reconditioned engine units.—Auto Sales (London), Ltd., 59-65, Belisle Rd., Swiss Cottage, N.W.6. Maids Vale 5555. (19500)

KENTISH & THOMSON, Ltd., offer—
1948 (April) Citroen Light 15 saloon de luxe, black with red leather, mileage 9,900 only, spare unused.
1948 Citroen Light 15 saloon de luxe, black with red leather, mileage 13,000 only, spare unused.

BOTH the above cars can be described as in faultless condition in every respect.
KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. (3030)

H.W. MOTORS, Ltd., the Citroen specialists offer:
1948 (Oct.) Light 15 de luxe saloon, green/beige upholstery, mileage under 7,000; £925.
1946 Light 15 de luxe saloon, recollared metallic green, beige upholstery, decarbonised, brakes relined, reconditioned drive shafts, new tyres; £685.
1946 47 series, light 15 de luxe saloon, black/cream, brown upholstery; £695.
1940 23hp 6-cylinder grand luxe saloon, magnificent specimen in equal to new condition, black brown hide upholstery, twin horns, pass lights, completely checked and carrying our usual guarantee, outstanding car with a superlative performance; £950.
H.W. MOTORS, Ltd., Walton-on-Thames 784. (1968)

1947—Long 15, Oct. 1936, taxed December.—1252 Northampton 5001.
Citroen 4-dr. saloon de luxe Light 15, immaculate condition, many extras, including radio.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2674-5.
JOHN S. TRUSCOTT, Ltd., for really good Citroens: only first-class examples are offered. Present stock includes 1947 saloon, 16,000 miles; 1948 saloon, 13,000 miles; exchange, deferred terms.—173, Westbourne Grove, W.2. Bay. 42N. (2911)

BRAY MOTORS.—£375; 1938 Citroen Super 12 de luxe saloon, in exceptionally clean condition throughout.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490.
Citroen 12 4-door de luxe saloon, in really excellent condition throughout, recently overhauled; £465.—Jacquard, Ltd., 225-7, Hammerhead Rd., W.6. Riverside 6677-8. (8220)

1940 20hp 6-cylinder Citroen saloon colour silver with red leather, recent overhaul, nearly new tyres, special large head lights, twin spot lamps, twin horn, Fram oil filter, etc.; £375.—Working Motors (Maybury Hill), Ltd., Woking 1928.
1940 Citroen 15, August 1946, de luxe 4-door saloon, mist green, sliding head, red leather, small mileage, good tyres, very carefully used, exceptional condition; terms; exchange; list; open 7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2968)

1947 model Light 15 sliding roof saloon in snow-cellulose, roof condition throughout, finished in black with beige-brown leather upholstery, unworn carpets; the whole car reflects the care that has been lavished on it to maintain it in perfect condition; several extras fitted include spring steering wheel, overriders, heater, water thermometer, radiator blanking blind, etc.; latest type Monroe-Woodhead shock absorbers, Alpine wheels; maintained by suppliers since new, taxed, price £685.—K. N. Rudd, Ltd., Ivyarch, 2138 Worthing 4635.

Citroen Cars Wanted
Citroen Light 15 or the new 22hp saloon, must be low mileage.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2674-5.
POST-WAR Citroen required, cash payment.—Mowbray, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (1055)
CASH immediately for good Citroen.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 012. (2854)

CITROEN MOTORS, Ltd., will purchase first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.
JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. 4274. (12914)

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 3881. (16774)
Citroen Spares and Service
C. G. NORMAN & Co.

CITROEN sole distributors for the County of London.
Citroen spares and service. 50 Vauxhall Bridge Rd., Victoria 7611-6. (10756)

BAILES of Croydon.—Distributors and specialists for all makes of cars.
WIDCOMBE GARAGE, Ltd., Putney Rd., W.14. 4663.—Citroen spares, reconditioned drive trains, 48-hr. service. (7923)

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29, 30, Elvaston Mews, S. Kensington, S.W.7. Western 6974.
CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front end assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. (10746)

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., 11 Bow 2284, specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr; all spares stocked. (19247)

GORD
1936 registered Cord drop head aerodynamic coupe, completely rebuilt, beautifully finished cream cellulose, red leather, 100 mph, 14 mpg; this car looks worth £2,000, offered at £500.—Tel. Mountview 1840.

BROOKLANDS.
1948 Daimler 2½-litre saloon, green with green leather, immaculate condition.
103, New Bond St., W.1. Tel. Mayfair 8351-5. (2623)

CHARLES POLLETT, Ltd., offer—
1948 Daimler 2½ saloon, grey, maroon leather, 10,500 miles only, serviced by makers; £1,495.—18, Berkeley St., W.1. May. 6266. Service Works & Stores, 18, Wellesley Ave., W.6. Riv. 1413. (1724)

GUY SALMON AUTOMOBILES, Ltd., offer—
1948 Daimler 2½ drop head coupe, 15,000 miles, immaculate condition.—Portsmouth 143. (9477)

1946 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.
LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951. (2828)

1938 25hp Daimler Straight 8 saloon, 20,000 miles only; £650.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.
1938 model 32 Straight 8, F chassis 15,000 miles, 6 wheels, Ace disc, guaranteed; £565.—J. B. Tanebourne 30, Wilton Row & W.1. Sloane 4695. (17417)

DAIMLER 1930 24hp touring, coachbuilt by Arnold Manchester, excellent condition and appearance; mill car hire; nearest £250; seen by appointment.—Box 5581. (1239)

SINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars consumed in when buying or selling; all spares and every service.
DAIMLER House, Bournemouth. Tel. 5405. (10544)

1939 2½-litre Daimler 4-seater special sports open tourer, fitted with overdrive, two carburettors; fast, silent car.—Strattons, Ltd., 40, Berkeley St., W.1. (Mayfair 4448).
For sale, 24hp Daimler, 1937, in splendid condition. Just had it thoroughly overhauled and new battery installed, mileage 25,000, chauffeur-driven.—Dav, Devon House, Elm Rd., Hereford. (1940)

1939 2½-litre black six light saloon, recently reconditioned during war, radio, good condition throughout; £750.—Apply Fletcher, Ridgebourne Rd., Shrewsbury.
1949 modification 36hp Daimler, 8,000 miles, Hooper razor-edged saloon, electric driving, black blue leather, radio and every luxury, magnificent motor car.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. (1780)

1938 Daimler Straight 8 1935 black limousine, forward occasional, new tyres, really exceptional condition.—Titmus (formerly with the Daimler Co., Ltd.), Daimler and Lanchester repairs specialist, 81, Clapham Rd., London, S.W.9. Tel. 1897. (1629)

1938 Daimler 1938/EL Double Enclosed, widest forward occasional—black—showroom condition (certified mechanically reasonable car). See: Alpe & Saunders (100 Linnovans; lists posted), Providence Court, Grosvenor Square, 2341-Mayfair. (2901)

Daimler Cars Wanted

C THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 5434. [9959]
C LASH immediately for good Daimler.—H. F. Edwards, 25, Upper High St., London, S.W.1. 5400. [2953]
C BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1205]

Daimler Spares and Service

C CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kilgermainer Rd., Croydon S.W.15. [000]
C SPECIALISED Daimler gear box service; all types quick service, guaranteed work, spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145]
C DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874. [0145]

DARRACQ

C CHEPSTEAD MOTORS, Ltd. See under Sports Cars advert. No. 2759. [2764]
C DARRACQ late series Lago Sport 100 m.p.h. 4-litre, 3-carburettor, 2-door sports saloon by Abbott, latest type hydraulic brakes, completely reconditioned at cost approx. £2,000. £1,500. exchange. [0000]

C CONTINENTAL CARS Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 5123-5. [9691]

C SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).
R APID repairs and parts for Delage.

S OLE concessionaires for Great Britain, etc.

H EAD office, 82, Park St., W.1. [6493]

W E buy sell and repair Delages.—Marlborough Garage, Abbey K.J., St. John's Wood, N.W.8. [1099]

U NIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501]

A DVERTISER will exchange with cash adjustment either way a 1949 155M drop head Delahaye which is unmarked for a post-war or late pre-war Bentley.—L. Birken, 121, Barking Rd., East Ham, Tel. Grange 4314. [1876]

D ELAHAYE, first registered 1946, coupe des Alpes, 1.7 built sports saloon, finished in black with chromium trimline, sports 6-cyl. ohv engine, oil radiator, independent suspension, magnificent road holding and steering, effortless 70mph cruising; £785.—Bartlett, 27a, Pembridge Villas, W.11. Daywater 0523. [2921]

S ELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

S OLE concessionaires for the famous Delahaye cars.

S .S.A. and other overseas enquiries invited.

H EAD Office: Regional House, 82, Park St., W.1. [2407]

B . & M. GARAGES, Ltd., for super reconditioned B.D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis on packing, etc.; repairs and overhauls speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016]

N EW big ends and mains fitted to B.D.K.W. crankshafts.

C F. SMITH & Co., 85-85, St. John's Hill, Clapham Junction, Bat. 0871. [0066]

1947 left-hand drive Dodge saloon, fitted loose covers and radio, colour black; £985.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [2551]

D ODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192]

D ODGE specialists, repairs, spares, exchange engines and service.—A. Mitchell (Motors) Ltd., 1, Balham High Rd., London, S.W.12. (Tel. Balham 2234. [0062]

P ERFORMANCE CARS (Ham. 8707).—Offer three Fiat 500s under Sports Cars category.

1947 (Sept.) Fiat 1100 pillarsaloon in immaculate condition throughout.

A . FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [2526]

F IAT 1939 500 coupe, exceptional condition; £375.—Bartlett, 27a, Pembridge Villas, W.11. [2922]

F IAT 1100, perfect condition, 1948 model, 25,000 miles, for sale price £650.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middlesex. [2536]

U NUSUAL offer, 35 m.p.g., grey Fiat 500, 1948 engine, gearbox, etc., revised, excellent tyres, battery, wiper, very economical, taxed; £245.—226, Kew Rd., Kew Gardens. [2156]

£65 coupe; this vehicle was recently recollared and is in nice condition throughout.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. [2982]

M AYFAIR GARAGES, Ltd.—July 1939, 1100 pillarsaloon of luxuriant sunshine saloon, black and silver, leather, just completely reconditioned (receipts available), all new tyres; probably the smartest 1100 on the road; choice of 2; 3 months' guarantee; £465.—Below.

M AYFAIR GARAGES, Ltd.—1939 model 500 de luxe convertible coupe, blue, hide upholstery, carefully used, excellent condition throughout, 3 months' guarantee; £325.—Below.

M AYFAIR GARAGES, Ltd.—1939 500 de luxe full 4-seater saloon, grey, blue leather, good tyres, well maintained, 3 months' guarantee; £320.—Below.

M AYFAIR GARAGES, Ltd.—Registered March 1939, 500 fixed head de luxe coupe, dark plum, red leather, good tyres well preserved, smart car, 3 months' guarantee.—Below.

M AYFAIR GARAGES, Ltd.—September 1937, 500 convertible coupe, blue, red leather, all good tyres, oil, smart car, well maintained, 3 months' guarantee; £195.—Below.

M AYFAIR GARAGES, Ltd.—Choice of 18 Fiat from £195-£395; send for list and particulars of hire purchase.—Below.

M AYFAIR GARAGES, Ltd.—Flat sales and service.—Balderton St. (opposite Seifridge's clock), Mayfair, W.1. Mayfair 5104-5. Open 9-6, Sats. 9-1. [1860]

165 gns.—Fiat 500 1938 convertible coupe, maroon, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041. [2653]

C LASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2865]

M AYFAIR GARAGES, Ltd., Balderton St. (opposite Seifridge's), W.1. Mayfair 5104. Particularly want 500s, 1100s and 1500s for cash. Phone or write for buyer to call. [1748]

F IAT 500cc genuine 4-litre, spares, reconditioned engines, gear boxes, starters, dynamos, etc. guaranteed repairs.—S. & S. Motors 165a, Westbourne Grove, W.1. Tel. Bay. 1644. [0136]

F IAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are the only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909]

B .D.J. (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts; 65, Lowlands Rd., Harrow, Bvr. 1818. [10325]

F IAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [17383]

F ORD (U.K.), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts; 65, Lowlands Rd., Harrow, Bvr. 1818. [10325]

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£240—1938 Ford saloon, taxed December, reconditioned engine, good tyres, excellent condition.—Lemare, Greenstead Green, Nr. Halstead, Essex. [2553]

1939 Ford 8 saloon, very good mechanical condition, cheap for quick sale; £139.—E.B. Garages, Ltd., 302-6, King St., Hammersmith, W.1. Riverside 2881-2. [1268]

1949 Anglia, black, brown leather type, 4-door used; £575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey

JUNE, 1949, new type Prefect, beige, red hide, 4,000m. perfect; £730.—Alden, Laburnum 2742 after 7 p.m.
FORD Prefect 10 late '46, red leather, saloon, one driver, exc. condit.; £465.—For. 3417 (after 6.30 p.m.) (7668)

1949 Ford Prefect, 4,000 miles as new; £725.—L. F. Dove, Ltd., Guildford Rd., Woking, Surrey, Tel. 1293
1949 **STURGEON & GUILD**, Ltd., 230-232, Regent St., W.1. A. Langham 1594-5.—1948-9 post-war Prefect saloons, all guaranteed, £1,000

1949 Ford 10 Prefect saloon, black with brown leather, 11,000 miles, as new; £685.—P. J. Whitlock, Ashton Keynes, Swindon. "Newtype," 4,000 miles, quite like new—Autowork (Winchester), Ltd., Tel. Winchester 4854/5406.
1949 Ford, superb condition; £585; terms.—Crock, 25, Radnor Mews, Sussex Place, W.2. Amb. 2308.
1949 (June) Prefect, Fram filter, green, splendid condition; £635; no offers or dealers.—Richley, Craythorne House, Tenterden, Kent. Tenterden 236.

1949 Ford 10 4-door saloon, luxurious leather upholstery, unusually well maintained throughout; many others, including 8hp saloons, from £150; hire purchase; exchanges; written guarantee. **W. A. WOOD GREEN**, Exton Rd., N.22. Bowes Park 4144.

1947 (May) Ford 10 Prefect 4-door saloon, black, green leather, taxed year, one doctor owner, heater, spot, superb condition; £585; terms.—Crock, 25, Radnor Mews, Sussex Place, W.2. Amb. 2308.
1947 **AYLOR & ROOT**, Ltd.—1948 Ford Prefect saloon, 8hp, red upholstery, 5,000 miles only, unblemished and as new throughout; £725; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham, S.W.14. Tel. 5272. Open 9-8 each weekday including Saturday.

Ford Ten Cars Wanted

I REQUIRE post-war Ford 10 urgently.—30, Ryecroft, S.W.1. Tel. 5211 1293.
POST-WAR Ford 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tel. Hill 4488.
1949 Ford Prefect saloon 10hp required.—Turnbull, Ford House Station Hill, Winchester (2517)
MARSTON MOTOR CO., Ltd., for your Ford 10, Tel. MA. 8000. Seven Slaters Rd., Tottenham, N.15.
C. J. BAYNE, of 100, Mileage Ford 10; distance no objection.—Hatzons, Lord St., Southampton. Tel. 2668.
DAENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866.
RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Fordery Rd., Kilburn, N.W.6. Main 6044 (10 lines).

FORD (V.8)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
1948 Ford Pilot saloon, black, brown hide upholstery, complete radio and heater, excellent motor car; Ford Pilot, black, brown leather; £350.
1948 Ford Pilot saloon, colour cream and black; £350.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

BROOKLANDS.
1948 Ford Pilot saloon, blue with blue leather; fitted heater, speedometer reading 9,000 miles.
103, New Bond St., W.1. Tel. Mayfair 8351-6.

TOM GARNER, Ltd., offer:—
1948 Ford V.8 Pilot saloon, green with brown leather, radio, heater, 16,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.
W. ANSTADT MOTORS, Ltd., offer:—
1949 Ford Pilot, black, brown leather, radio, heater, 10,000 miles; £1,050.
W. ANSTADT MOTORS, Ltd., Cambridge Park, E.11. Wansford 1000.
DAENHAM MOTORS, Ltd., Ford Main Dealers.

1948 Ford Pilot, black, brown hide, 6,000 miles.
1948 Ford Lane, W.1. Regent 4866. 374, Ealing Rd., Ealing, Middlesex. Perivale 5388, and 8 and 12 Sangley Rd., Catford, S.E.6. Hither Green 4821.
DAENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford 32hp American L.H.D. saloon, black, cloth, 12,000 miles.
56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Ealing, Middlesex. Perivale 5388, and 8 and 12 Sangley Rd., Catford, S.E.6. Hither Green 4821.
1949 American V.8 Ford de luxe saloon, 2,000 miles.—Below
1948 Ford Pilot saloon de luxe, leather, radio, heater, magnificent condition throughout; £945.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970.
£895—1948 Ford V.8 Pilot, radio, heater, perfect, 10,000, black, taxed.—Bury St. Edmunds 533.
1948 Ford Pilot, immaculate; £395; terms arranged.
1948 Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676.
11,000 miles, 1949 (Jan.) Ford Pilot saloon, heater, perfect, 10,000, black, taxed.—Ernest Sutton, Cleve Hill (Glos.) 95.

165 gns.—Ford V.8, June 1950, 30hp saloon, black, very good condition; terms, exchanges.—Rowland Smith, below
325 gns.—Ford V.8 1939 22hp 4-door saloon, Coronation, beige, grey leather, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.
£145—1938 Ford V.8 6-seater touring saloon, runs very well, coachwork fair, worthy of special consideration at this price.
O. M. C., Lake St., Leighton Buzzard, C. Beds. Tel. 2041-2-3; easy and confidential hire purchase facilities, part exchanges, free delivery (1852)
OCT., 1948, Ford, colour, tank blue, interior, leather, built-in radio and heater, 2 for lists, approx. 12,000 miles; price £245.
A. STILES, Belvedere Rd., Burton-on-Trent. Tel. 3672.

FORD V.8 saloon, 1937, new engine and upholstery, excellent condition. Pearce, Ridgeway House, Shorne, Kent. (Shorne 280).
1949 Ford Pilot saloon, 3,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.
1947 Ford 10 4-door saloon, 3,000 miles, radio and heater.—Clayton's Cars (London), Ltd., 357, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines).
1938 61A 30hp V.8, hide upholstery, new engine, new tyres all round, showroom condition; best offer over £300.—58, Fore St., N.18. Tel. 5269.
FORD Pilot, Sept. '48, black, radio, heater, one owner, 6,000 miles only; £375.—J. Davy Car Sales, 9, Logan Place, Earl Court Rd., W.8. Western 6493.
1949 (July) Ford Pilot, green, beige interior, radio, heater, 10,000 miles; £265.—Burket Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517.

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot 10 saloon, black-brown leather, heater, radio, excellent order.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611.
1949 (July) Pilot saloon, Channell green, 9,000 miles, leather, radio, heater, indistinguishable from new; £385.—J. B. Tanebourne, 30, Wilton Row, S.W.8. Sloane 4665.
1948 (Nov.) Ford Pilot saloon, black, brown hide, 12,000 miles, extremely well kept by one owner; £525; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274.

1949 Ford 10 4-door saloon, black, green leather, taxed year, one doctor owner, heater, spot, superb condition; £585; terms.—Crock, 25, Radnor Mews, Sussex Place, W.2. Amb. 2308.
1947 (May) Ford 10 Prefect 4-door saloon, black, green leather, taxed year, one doctor owner, heater, spot, superb condition; £585; terms.—Crock, 25, Radnor Mews, Sussex Place, W.2. Amb. 2308.
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FINSBURY and Islington.

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464.
ALAN TAYLOR (MOTORS), Ltd., 11, Wandsworth, S.W.18

1949 Ford Prefect, 4,000 miles as new; £725.—L. F. Dove, Ltd., Guildford Rd., Woking, Surrey, Tel. 1293
1949 **STURGEON & GUILD**, Ltd., 230-232, Regent St., W.1. A. Langham 1594-5.—1948-9 post-war Prefect saloons, all guaranteed, £1,000

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1947 **AYLOR & ROOT**, Ltd.—1948 Ford Prefect saloon, 8hp, red upholstery, 5,000 miles only, unblemished and as new throughout; £725; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham, S.W.14. Tel. 5272. Open 9-8 each weekday including Saturday.

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G. P. (BALHAM), Ltd., offer:—

365 gns.—1939 Hillman Minx 4-door saloon, new engine (500 miles genuine), immaculate condition, any trial.—36, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117. [2852]

MCKINNON'S, Langham House, 3, Stafford Rd., Walsington, near Croxson, Surrey. Established 1905. Tel. Walsington 3404. [2386]

1949 (May) Hillman Minx Phase 2 saloon, black, brown leather/leather, one owner, 780 miles only. £295. [2853]

1948 (July) Hillman Minx Phase 2 saloon, smoke grey, blue leather/cloth, 13,000 miles, taxed Dec., magnificent condition; £775; trade enquiries welcomed. [2854]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2855]

1948 (January) Hillman Minx saloon, Phase II, low mileage; £695. [2856]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2857]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2858]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2859]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2860]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2861]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2862]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2863]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2864]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2865]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2866]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2867]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2868]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2869]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2870]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2871]

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1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2873]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2874]

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1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2876]

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1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2878]

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1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2881]

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1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2898]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2899]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2900]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2901]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2902]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2903]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2904]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2905]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2906]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2907]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2908]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2909]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2910]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2911]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2912]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2913]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2914]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2915]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2916]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2917]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2918]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2919]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2920]

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £750. [2921]

795 gns.—Hillman Minx, April, 1949, 10hp Phase II 4-door saloon, black, steering column gear-change, one careful owner, small mileage, unworn tyres, practically new condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2970]

HILLMAN 20

HILLMAN 20hp 7-str. limousine, face-forward seats, 1937 model, 42,000 miles, exceptional condition.—Garnsey, 16, The Causeway, Clippenham, Tel. 2143. [2143]

LIMOUSINE 1939, partition, widest forward occasional, exceptionally roomy, wonderful chassis, reasonable cost, Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [2902]

HILLMAN Cars Wanted

I REQUIRE post-war Hillman urgently.—30, Ryecroft Rd., S.W.16, Tulse Hill 1298. [2777]

CASH immediately for good Hillman.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [2885]

POST-WAR Hillman required, cash payment.—Morley, 54, Streatham Hill, S.W.2, Tulse Hill 4458. [2886]

CASH buyers of low mileage Hillman Minxes; distance no object.—Huttons, Lord St., Southport. [2752]

CHARLES RICKARDS, Ltd., wish to purchase 1934 pre-war Hillman cars.—56, Bayswater Rd., W.2, Paddington 1820. [2477]

LEBONS, Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking, Tel. Rippleway 1285. [2433]

RAYMOND Way, the hire-purchase specialists, are available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines). [5126]

NOTTINGHAM hire distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Fairmount St., Nottingham, Tel. 44558. [24558]

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [2027]

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, rehousing and complete overhauls; spare parts stocks.—79-91 New King's Rd., Fulham S.W.6, Renown 1183. [2676]

FOR Hillman 1936-46 mudguards, running boards, 1936-46, Queens Rd., Brighton. [2587]

JARRIS MOTORS for Hillman spares and service.—Leaeham Bridge, S.E.13, Lee Green 0254. [0720]

ROBERT CHIDLEY, Ltd.—Factory recon. engines, as well as new, for Hillman cars.—11, Newington, 1936 onwards specialists tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17, Tel. Tot. 2920, 3343. [19523]

Hillman Spares and Service

HISPANO spares and service.—G. Briand, 47, Tamworth Rd., Croxson, Cro. 1742. [3692]

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, 10, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines). [2605]

CHRISTEAD MOTORS, Ltd. See under Sports Cars advert. No. 2759. [2765]

HOTCHKISS Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [10513]

H.R.G.

HAROLD RADFORD & Co., Ltd.

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

H. HAROLD RADFORD & Co., Ltd., Melton Court, 10, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines). [1009]

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266. [2906]

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [18369]

795 gns.—H.R.G. March 1947, 1½-litre Aero-dynamic super sports 2-seater maroon, large instruments, nylon plaid seat covers, unworn tyres, small mileage, carefully used, exceptional condition, £1,250; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2955]

DICKS CAR SALES offer:—

1940 Hudson 17hp saloon, special de luxe model, leather upholstery.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maids Vale 6888-9. [2833]

JOE THOMPSON (MOTORS), Ltd., offer:—

1947 Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken 4852. [2911]

1937 Hudson Terraplane 22hp drop head four-door.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2793]

GATEHOUSE offer 1938 Hudson 22hp saloon, one owner, mechanically sound. £395.

GATEHOUSE MOTORS, Ltd., Highgate Village, London N.6, Mountview 4444. [1416]

1935 Hudson 22hp drop head coupe, new grey, fitted radio, heater, most attractive lines. £200.

PERCE Rev. 495, Fulham Rd., Fulham, S.W.6. [2411]

CASS'S MOTOR MART—1938 Hudson 8 saloon 5-passenger, black, 1938, 1939, 1939 (register) 1939 Hudson 22hp Special Sports saloon, superb cond., written guarantee.—5, Warren St., W.1. Eus. 3523. [8176]

1939 series 16.9hp Hudson 4-door 6-seater saloon, black and chrome, steering column gear-change, radio, air conditioning, heater, defroster, new tyres, luxuriously sprung silent ride, 25mpg, looks post-war; £350; private sale only.—Box 5620. [2505]

Hudson Cars Wanted

URGENTLY required, good pre-war Hudson 17.—Hartfield, 154, Gt. Titchfield St., W.1. Langham 0014. [1050]

Hudson spares and Service

SPINKS, (TWICKENHAM), Ltd., the Hudson dealers, distributors for Hudson reconconditioned engines, spares and service, chassis number.—85-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7. Telegrams: Spinks, Twickenham. [1050]

HUMBER

BROOKLANDS.

1949 Humber Super Snipe, black with beige leather, fitted radio, excellent condition.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [2820]

CAR MART, Ltd.

HUMBER 1949 Super Snipe saloon, 17,000 miles, £1,335.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [2820]

W. LAMBUSH for Hawks:—

1949 Humber Hawk saloon, black, 6,500 miles, loose covers and heater; £1,350.

R. C. WIMBUSH, Ltd., 312, Earsie Court Rd., London, S.W.5, Fremantle 8401. [1009]

TOM GARNER, Ltd., offer:—

1948 Humber Pullman sedan de ville, by H. J. Mulliner, black, with brown leather to front, West of England cloth to rear, 7,000 miles.

200, Garsington Rd., 10-12, Peter St., Manchester, 2. Blackfriars 2665-6. [2400]

CHARLES FOLLETT, Ltd., offer:—

1948 Humber Super Snipe saloon, maroon, 15,000 miles, exceptional condition throughout; £1,150.—18, Berkeley St., W.1. May. 6266. Service Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [2906]

MCKINNON MOTORS, Ltd., offer:—

1949 (June) Humber Hawk Mark 3 saloon, black, brown leather, cloth, one owner, 7,000 miles, taxed Dec.; £1,340; trade enquiries welcomed.

MCKINNON'S, Langham House, 3, Stafford Rd., Walsington, near Croxson, Surrey. Established 1905. Tel. Walsington 3404. [2386]

WARWICK WRIGHT Ltd., offer:—

1949 Humber Super Snipe 27hp saloon, silver green, green leather, 2,000 miles; £1,575.

1949 Humber Hawk 14hp saloon, black, buff leather, 6,000 miles; £1,425.

1948 Humber Super Snipe 27hp saloon, black, brown cloth, 7,000 miles; £1,175.

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. [2750]

G. SMITH MOTORS, Ltd., offer:—

1949 Humber Hawk, 9,500 miles, radio and heater, colour grey, £1,325. 50 other used cars.

G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22, New Cross 4444. [3180]

COMBS & SONS (GUILDFORD), Ltd.

OFFER:—

Humber Cars Wanted

CASH immediately for good Humber. — H. F. Edwards, 154 St. Titchfield St., W.1. Langham 0012. [2555]
 CASH for Humber (WEMBLEY). Ltd., urgent.
 require all post-war Humber Fullmarks. — Wemley, 1920

WANTED quickly latest type 1949 Humber Hawk. —
 Please write, G. George, 8, Woods Mews, London. [2537]

CASE buyers of low mileage Humber Hawk; dis-
 tance no object. — Hattens, Lord St., Southport. [10795]

BRITISH & COLONIAL MOTORS, Ltd., require good
 Humber cars. — Upper St. Martin's Lane, W.C.2. [10795]

BIRMINGHAM and Midlands. — Low-mileage Humber
 modern cars required by George Heath, Ltd., 180
 Newhall St., Birmingham, and Lower Temple St., [10066]

LOW mileage 1948 Humber Hawk saloon (black), in
 first-class condition. — Harold Radford & Co., Ltd.,
 High Court, South Kensington, S.W.7. Tel. Kenning- [2575]

6642 (5 lines).

Humber Spares and Service
 NORTH and Central London.

CATERMOLES (GARAGES), Ltd., for Humber spares,
 sales and service. — 78-79, Pentonville Rd., N.1. Ter- [2575]

THE Humber Specialists for all spares. — Ring Up now
 3637. See advert under parts and accessories. [2568]

CRONIN'S Humber spares specialists. — Mantion
 Motors, Ltd., 23-27 and 37-39, Shirley Lane, Croy- [10518]

Admission 6051-4.

ENGINES and gear boxes, reconditioned exchange
 units 1934-48; trade or retail. — Galloway Services, [2568]

DE NORMANVILLE gear box, verniers; spares and
 supplied; recommended specialists. — H. & A. En- [2568]

gineering 55, Grant Rd., Addicksome, Croydon, Surrey.

INVICTA
 44-litre Invicta drop head coupe, 100mph, perfect con- [2561]

dition; £450. — Box 5541.

BROWN'S for Jaguars.

1939 Jaguar 1½-litre drop head foursome coupe,
 exceptional condition. — Box 5541. [2561]

1938 Jaguar 3½-litre saloon de luxe, excellent con-
 dition throughout; £485. — Brown's Garage, [2561]

Langdon (Essex) 4119 (Tube).

DICKS CAR SALES offer:

1939 Jaguar 1½-litre sports saloon, definitely un-
 marked. £450. [2561]

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, [2561]

Maida Vale 6888-9.

TOM GARNER, Ltd., offer:

1949 Jaguar 1½-litre special equipment saloon,
 gunmetal with red leather, 9,000 miles. [2561]

1949 Jaguar 3½-litre Mark V saloon, black with
 red leather, 3,000 miles. — Tom Garner, Ltd., [2561]

10-12, Peter St., Manchester 2.

HAROLD RADFORD & Co., Ltd.

1947 (Feb.) Jaguar 3½-litre saloon, finished in
 black with brown leather upholstery, one [2561]

owner, four new tyres and spare unused, heater and de-
 frosting, 19,000 miles. — Harold Radford & Co., Ltd., [2561]

High Court, South Kensington 6642 (5 lines).

1949 Jaguar Mark V 3½ saloon.

1949 Jaguar 1½ saloon.

1947 Jaguar 3½ saloon.

EXCHANGES and terms. — Swanmore Garage, 1,176-80,
 Christchurch Rd., Boscombe. Tel. Southdown. [3060]

H. A. SAUNDERS, Ltd., offer:

1949 Jaguar 1½-litre Special Equipment saloon,
 black with brown upholstery, 8,000 miles; [3195]

£225.

H. A. SAUNDERS, Ltd., Austin House, High Rd.,
 100 yds. north of Tolly Ho [3195]

Corner, Hillside 024.

SAUL & SLATTER, Ltd., offer:

1946 1½-litre Jaguar special equipment saloon,
 black with brown leather upholstery, radio, [2578]

2,000 miles, in excellent condition; £425. — Saul &
 Slatter, Ltd., 446, Aldermans Hill, Palmers Green, [2578]

Ed. Palmers Green 1205.

CUY SALMON AUTOMOBILES, Ltd., offer:

1947 Jaguar 1½-litre special equipment saloon,
 nominal mileage, superb condition; £325. — [2578]

Fortsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.

1938 3½-litre S.S. Jaguar, exceptional condition.

CUY ALFRED & Co., Ltd., 6-7, Warren St., W.1
 Euston 3268. [11000]

1946 3½-litre Jaguar, immaculate condition; £345.

MANOR CIRCUS MOTORS, Ltd., Beacon Service
 Station, Lower Mortlake Rd., Richmond. Tel. [3155]

GORDON CARS (LONDON), Ltd. — 1949 Jaguar Mark
 G V 3½-litre saloon, grey, 3,000 miles. — Below. [2578]

GORDON CARS (LONDON), Ltd. — 1949 Jaguar 1½-
 litre saloon, black-red, 10,000 miles. — Below. [2578]

GORDON CARS (LONDON), Ltd. — 1949 Jaguar 1½-
 litre saloon, black-red, 10,000 miles. — Below. [2578]

GORDON CARS (LONDON), Ltd. — 1949 Jaguar 1½-
 litre saloon, black-red, 10,000 miles. — Below. [2578]

GORDON CARS (LONDON), Ltd. — 1949 Jaguar 1½-
 litre saloon, black-red, 10,000 miles. — Below. [2578]

GORDON CARS (LONDON), Ltd. — 1949 Jaguar 1½-
 litre saloon, black-red, 10,000 miles. — Below. [2578]

1949 Jaguar Mk. V saloon, 7,500 miles, grey, grey
 leather; £1,850. — George Newman & Co., [2841]

369, Euston Rd., N.W.1. Euston 4466.

4000 1½-litre Jaguar special saloon, 15,000 miles,
 black leather, 1949 Jaguar 3½-litre Mark V, grey, [2879]

16, Aldermans Hill, W.1. Regent 2952/4.

1947 1½-litre Jaguar special saloon, 15,000 miles,
 black leather, 1949 Jaguar 3½-litre Mark V, grey, [1905]

16, Aldermans Hill, W.1. Regent 2952/4.

21 1½-litre Jaguar, 1946, radio, heater, wheel discs, excel-
 lent condition, colour green; £225. — B. & H. Motors, [2875]

167, High Rd., Weststone, N.20. Hillside 6671.

1939 3½-litre Jaguar Mk. I, perfect mechanically, lea-
 ther interior, excellent, new tyres, colour grey, [2553/4]

S.S. Jaguar 100, engine and gear box record, new
 differential, re-sprayed, bicycle wings, best offer [2106]

over £475. — Mills Fairview, Eynard Rd., Farnham,
 Kent. [2106]

1949 1½-litre saloon, grey/grey hide upholstery,
 5,000 miles, one owner, faultless condition; [12646]

£275. — H. A. Saunders, Ltd., 144, Godea Green Rd.,
 N.W.11. Speedwell 0011.

1946 Jaguar 3½-litre saloon, gunmetal, red leather,
 one owner, nominal mileage, excellent con- [2568]

dition throughout. — Beardmore, 26, Queensway,
 W.2. Baywater 0136.

£195 — Opportunity. 16hp Jaguar saloon, 1935, very
 well maintained throughout including recon- [2568]

ditioned engine, delightful car on the road; hire purchase;
 exchanges; written guarantee.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Boves
 Ex 414. [3145]

1948 Jaguar 1½-litre extra equipment saloon,
 black, brown leather, one owner, coachwork [2568]

and mechanically excellent; £975. — Beardmore, 26,
 Queensway, W.2. Baywater 0136.

1948 Jaguar 1½-litre, special equipment saloon,
 one owner, in perfect condition, any trial or [2568]

inspection. — Reelish & Purley Way, Ltd., Purley Way,
 Croydon, Surrey. Tel. Croydon 2659.

1947 (July) Jaguar 3½-litre de luxe saloon, 15,000
 miles, finished black, brown leather uphol- [2568]

stery, Ace discs, H.M.V. radio, as new
 throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd.,
 E. Finchley Station, N.2. Tudor 2301-2. [8474]

CAMDEN MOTORS — Jaguar 1½-litre 14hp sports
 saloon, 1939, finished metallic bronze, whole car in [2568]

very attractive condition and definitely above average
 for the year; £485.

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very attractive condition and definitely above average
 for the year; £485.

1937 S.S.100 competition 2-seater, just fitted with
 reconditioned engine and recoloured in [2568]

metallic grey, silver wheels, very fast and attractive;
 £495; terms and exchanges. — Seldons Road Garage, 58,
 Seldons Rd., South Croydon. Tel. Croy 2470. [1192]

1937 finished British racing green with silver
 wheels, this car is in absolutely superb condition [2568]

every respect, having been completely rebuilt, and fitted
 with cycle-type wings, probably one of the fastest and
 best condition 100s in existence, owner purchased saloon [2568]

for family reasons; £495 or near offer. — Langbarn,
 Wayton, Bideford East, N. Devon. Tel. Bideford 293.

1948 Jaguar Special Equipment saloon, black,
 beige cloth with fitted covers in maroon [2568]

whipcord, new H.M.V. Special radio, world reception,
 Ace discs, maintained by enthusiast in perfect condition,
 as new, tools unused, very small mileage; no passengers [2568]

ever; this is a perfect car, price nearest offer £1,100;
 call any time. — Proprietor White Horse Hotel, Moreton-
 hamstead, Devon. Tel. 262. [2510]

JAGUAR Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war
 Jaguar cars; offers appreciated. — Portsmouth Rd., [16139]

CATEHOUSE MOTORS wish to purchase good clean
 cars. [16139]

CATEHOUSE MOTORS, Ltd., Highgate Village, Lon-
 don, N.6. Mounview 4444. [14918]

CASH immediately for good Jaguar. — H. F. Edwards,
 154 St. Titchfield St., W.1. Langham 0012. [2555]

POST-WAR Jaguar required, cash payment. — Morley,
 54, Streatham Hill, S.W.2. Tulse Hill 4488. [1052]

ARSTON MOTOR CO., Ltd., for your Jaguar, Tel.
 2265. [1577]

CASH buyers of low mileage 1½-litre Jaguars; dis-
 tance no object. — Hattens, Lord St., Southport. [10795]

URGENTLY required, Jaguar 1547-8 1½-litre saloon,
 low mileage, no dealers. — Robinson, 2, Regent St., [1577]

BRITISH & COLONIAL MOTORS, Ltd., require good
 Tem. 3598. [1577]

B Jaguar cars. — Upper St. Martin's Lane, W.C.2.
 Tem. 3598. [1577]

J. H. EDWARDS, Ltd., main dealers for West Middle-
 sex, are anxious to buy Jaguar cars. — High St., [10895]

CAMDEN MOTORS require to purchase Jaguar 1½-
 litre saloon, 1939, finished metallic bronze, whole car in [2568]

very attractive condition and definitely above average
 for the year; £485.

CAMDEN MOTORS — Jaguar 1½-litre 14hp sports
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PRIMARY MOTORS, Ltd.

1949 Jowett Javelin de luxe saloon, fitted extracut exhaust system, specially tuned carburettors, lightened adjustable tappets, S.U. electrical pump, 3,500 miles; £295.—Straight rod, Old Windsor. Tel. Windsor 1100.

1949 Javelin 1½-litre saloon, in golden sand, with r.d.o. guaranteed; £275.

W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2553]

JOWETT and Javelin main agents, spares and special used service.—Collier-Fisher, Ltd., Northwood, Middx. Tel. 77 (4 lines). [2791]

£820—May, 1948, Javelin saloon, golden sand, 10,000 miles, immaculate condition; specialist maintained.—Box 505.

GORDON CARS (LONDON), Ltd.—1948 Javelin saloon, black-red leather, exceptional.—Gordon House, 375, Euston Rd., N.W.1, Euston 6611. [2799]

1949 Javelin 1½-litre saloon, 1948, turquoise blue, heater, unmarked, list price £943, or best offer.—Seen at Curral's Garage, Marlow 600. Owner 5/1, Moffett, Fakenham 2251, Est. 14. [2792]

FOOTER & GREEN, Jowett Main Agents.—Javelin C and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [2802]

1938 Jowett 10hp, 4-cyl, grey, red leather and red leather interior unmarked, excellent mechanical order, 10,000 miles, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 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3588, 3589, 3590, 3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 3616, 3617, 3618, 3619, 3620, 3621, 3622, 3623, 3624, 3625, 3626, 3627, 3628, 3629, 3630, 3631, 3632, 3633, 3634, 3635, 3636, 3637, 3638, 3639, 3640, 3641, 3642, 3643, 3644, 3645, 3646, 3647, 3648, 3649, 3650, 3651, 3652, 3653, 3654, 3655, 3656, 3657, 3658, 3659, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667, 3668, 3669, 3670, 3671, 3672, 3673, 3674, 3675, 3676, 3677, 3678, 3679, 3680, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3691, 3692, 3693, 3694, 3695, 3696, 3697, 3698, 3699, 3700, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3708, 3709, 3710, 3711, 3712, 3713, 3714, 3715, 3716, 3717, 3718, 3719, 3720, 3721, 3722, 3723, 3724, 3725, 3726, 3727, 3728, 3729, 3730, 3731, 3732, 3733, 3734, 3735, 3736, 3737, 3738, 3739, 3740, 3741, 3742, 3743, 3744, 3745, 3746, 3747, 3748, 3749, 3750, 3751, 3752, 3753, 3754, 3755, 3756, 3757, 3758, 3759, 3760, 3761, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769, 3770, 3771, 3772, 3773, 3774, 3775, 3776, 3777, 3778, 3779, 3780, 3781, 3782, 3783, 3784, 3785, 3786, 3787, 3788, 3789, 3790, 3791, 3792, 3793, 3794, 3795, 3796, 3797, 3798, 3799, 3800, 3801, 3802, 3803, 3804, 3805, 3806, 3807, 3808, 3809, 3810, 3811, 3812, 3813, 3814, 3815, 3816, 3817, 3818, 3819, 3820, 3821, 3822, 3823, 3824, 3825, 3826, 3827, 3828, 3829, 3830, 3831, 3832, 3833, 3834, 3835, 3836, 3837, 3838, 3839, 3840, 3841, 3842, 3843, 3844, 3

WHITE MOTORS offer:
1939 M.G. T.A. 2-str. in immaculate condition throughout, all new tyres and excellent weather equipment, an exceptionally clean car with a full gear performance, £415; choice of three other M.G.s from £189.
WHITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (four lines). (2937)
WOODBAIN CARS offer:
£215—M.G. 8hp P.A. open sports 2-seater. Good tyres and battery, usual 3-bearing crank engine, tank twin carb., fold-flat screen, etc.; runs extremely nicely and is an obvious bargain at this price these days.
£180—M.G. 8hp J2 open sports 2-seater, black, taxed, a very sound, smart little car that has been properly looked after by the last owner, twin carb., fold-flat screen, slab tank and all the usual gubbins; also other M.G.s in stock.
WOODBAIN CARS, M.G. Specialists, 6, Eton Garage, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. SINDON'S MOTORS offer:
1935 M.G. Magnette saloon, exceptionally nice motor car, £255.
SINDON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903.
CLANFIELD LAWRENCE offer:
1946 M.G. black, red leather, immaculate condition throughout; £550—407, High Rd., 112, Finchley.
1947 M.G. T.C. model; £535.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. (1959)
PHILIP RICKARDS, Ltd., offer:
1949 M.G. 2-seater, red, 3,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3.
£325—M.G. 2-seater, reg. 1941, fast, beautiful condition.—Box 5533.
Repairs—102, London Rd., Kingston, Tel. Kin. 3348.
PERFORMANCE CARS (Ham. 8707).—Never offer less than half-a-dozen open M.G.s; see under Spares section.
1949 M.G. T.C. black, red, superb condition.—Smith & Hunter, 376, Kensington High St., W.14.
1947 M.G. model T.C. sports 2-seater, black with red leather.—Dobson, Ltd., Morris agents, Haines, Middlesex. Tel. 801.
1949 M.G. 2-seater, black-green, 7,000 miles.—Gordon House, 75, Euston House, N.W.1. Euston 6611.
1933 M.G. Midg. 7 type, sports 2-seater, really exceptional car, super engine; £249/10.—M. King St., Hammersmith, Riv. 2837-8.
WALTER SCOTT, Ltd., offer M.G. Midg. 1935 4 door, 2-seater, black-green, 12,000 miles.—Hampstead N.W.3 (Swiss Cottage Tube). Primrose 5914.
1938 M.G. model T.A. black, in very good condition; £325.—R.E.P. Garages, Ltd., 302-6, Elm Street, W.6. Riverside 2881-2.
1947 M.G. T.C. 2-seater, black, red upholstery, exceptionally nice condition; £575.—Fair & Sons, Ltd., 101, Kings Lynn, Tel. 4129.
1939 M.G. 10hp drop head coupe, excellent condition throughout, £405; terms, exchanges.—Williams Motors, 18, Balham Hill, S.W.12. Balham 2265.
1947 M.G. (T.C.), green, 13,000 miles, Windstone home, decarbonised at 9,000 miles by M.G. dealer, perfect condition; £625.—39, Glenhill Rd., W.11. (1956)
1939 M.G. 2.6-litre saloon, all original condition, black, grey leather upholstery; £575.—Peter Souter & Sons, 104, High Rd., Chiswick, W.3. (2033)
£45—M.G. Midg. 1935, 8hp, P. 2-seater, black, green, green, leather upholstery, spare tyre, unworn, good condition; terms, exchanges.—Rowland Smith, below.
1935—M.G. Midg. Dec. 1932, 8hp sports 2-seater, black, green, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.
£45—M.G. Magnette, Aug. 1935, 12hp N type sports 2.6-litre, 1935 blue, black, 1937 green, condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 5041.
1948 M.G. T.C. Midg. 6,000 miles, red, taxed, 4-seater, black, green, leather upholstery, terms, exchanges.—Allers & Bernard, Ltd., 372, King's Rd., Chelsea, S.W.3. Fla. 7345.
AIRLINE coupe, 1935 P.A., now being reconditioned and A thoroughly checked over, good tyres, taxed Dec. 1949, sliding roof, radio; £275.—Derrington, 159, London Rd., Kingston 5621.
1949 (May) T.C. cream and red, H.M.V. radio, perfect condition; nearest offer to £270.—Leonard, 34, Convent Hill, E.19. Tel. Tul. 2392.
M.G. 2-litre drop head coupe, 1939 model, very attractive cream and black, black leather upholstery, Ace super-dies, 5 most new tyres, extras; £525, or nearest.—Peters, 154, Studley Rd., Redditch, Worcs. or (3069) Studley 121.
JARVIS & SONS, Ltd., offer the following: 1949 M.G. T.C. cream with red upholstery, 8,000 miles, taxed, £725; another, 1940 miles, £695; another, 1947, green, one owner, £555.—Morris House, Morden Rd., S.W.19. Liberty 4656.
TANKARD & SMITH, Ltd., offer 1948 M.G. 1½-litre saloon in black with beige leather, genuine 17,000 miles only; as new in every respect; £595; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3.
TANKARD & SMITH, Ltd., offer 1938 1½-litre M.G. 4-seater in grey with blue leather, exceptional condition throughout, very good all-weather equipment; £450; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3.
1939 (July) T.C. green/green, mileage 8,000 and 1939 run-in for 3,000, engine modified and polished giving 65 bhp and 36 mpg, Newton dampers, radiator, thermostat, 100 miles, £695; another, 1947, green, wheels, cost of £45; price £725.—Pit. Lt. Sinclair, R.A.P., Martlesham Heath, Suffolk. (2108)
SCARCE model, 1939 M.G. 2.6-litre sports 4-door saloon, black and chromium, red leather, immaculate appearance, delightful performance, thoroughly recommended, taxed to December, offered with written guarantee; £595; exchanges terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (2650)

NAYLOR & ROOT, Ltd.—1947 M.G. T.C. 2-seater, black, red upholstery, low mileage, many extras, excellent performance; £525; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham June 8 W.18. Bal. 5272. Open 9-6 each week-day, including Saturday. (2906)
1939 M.G. 1½-litre open sports 4-seater, just overhauled, fitted with replacement engine, new radiator black, complete reconditioned black and rechromed, blue hide upholstery, excellent tyres and all-weather equipment; spotlight, tone horn, built-in Jack-alls; absolutely immaculate condition; £450.—G. Edwards, No-Mans-Land Farm, St. Albans. (2698)
MAYFAIR GARAGES, Ltd.—1938 model 1½-litre 4-door de luxe sunshine saloon, jewelencence blue hide upholstery, fitted with loose covers, completely reconditioned throughout and reconditioned, new tyres, Fram oil filter, numerous extras; smartest 1½-litre M.G. on the road, 3 months' guarantee; £525.—Balderton 58. (opposite Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sat. 9-1. (1862)
£285—M.G. Midg. Type P.A. sports roadster 1935, nicely finished in British racing green, with hood and leather upholstery to match, very smart modern appearance, metal framed fold flat screen, 12in brake drums, chromed luggage grid, tonneau cover, sprung spoked wheels, quick shifters, twin horns, Paccamini oil filter, exceptionally lively little engine (three bearing crankshaft), vivid acceleration, must be seen and driven to be appreciated.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities. Part exchanges.
1939 M.G. 2-seater, black, red upholstery, first-class hood, tonneau cover and chromium-framed slidescreen, recorded mileage 31,000; we do not know if this is accurate, but excellent condition of the car throughout suggests that it is unrivalled opportunity to secure that M.G. you want at the right price; £395; terms, exchanges; 3 months' written guarantee; 1948 M.G. 2-seater, black, Hanger Lane, Western Ave., Ealing, W.5. Tel. Perivale 4404-5.
£575—M.G. 2.6-litre Sportsman's 4-door saloon, March 1939, nicely finished in British racing green, with hood and leather upholstery, finished in maroon and chrome and upholstered in high-grade leather to match, and fitted radio, with trumpet horns, special maroon and chrome Ace disc, Bosch super headlights and a positive host of luxurious extras; the scintillating appearance of this particular M.G. is only surpassed by performance which is quite in keeping with the scrupulous manner in which the car has been serviced and maintained since new; no expense has been spared in keeping the car up to 100% standard; tyres are in excellent order, so are its brakes and new and welcome as vigorous examination by A.A. R.A.C. or other qualified engineer on behalf of genuine prospective purchaser seeking for this highly desirable model in condition to give thousands of miles of their magnificent motoring; offered with a three months' written guarantee by
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities. Part exchanges. (1847)
M.G. Cars Wanted
THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. (1966)
ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1948)
SLOCUMBS OF NEASDEN.
SLOCUMBS—Good clean M.G.s wanted, must be perfect condition.—289, Neasden Lane, N.W.10. Gladstone 2038.
ROBERTS required, good pre-war M.G.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1948)
154, Gt. Titchfield St., W.1. Langham 0012. (2698)
RIPOD, Ltd., will purchase M.G. cars; all models.—16, Albemarle St., W.1. Regent 2952/4.
ROBERTS required, good pre-war M.G.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1948)
LYNDHURST RD., Christchurch, Hants. Tel. 1681. (6396)
MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridge's clock), W.1. Mayfair 3104-5. Open 9-6, Sat. 9-1. (1862)
CAMDEN MOTORS require to purchase M.G. 1½-litre sports saloon, in stock for types P. J. T. and L. condition, 1938-40; write, call or tel. stating price required.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. (3705)
RAYMOND WATTS the hire purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 5044 (10 lines). (5661)
M.G. Spares and Service
THE sole London distributors for M.G. cars.
UNIVERSITY MOTORS, Ltd., 7, Hertford St., London W.1. Tel. Grosvenor 4141. (1950)
FOR M.G. mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. (0385)
M.G. spares—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, 12 windcreens, prompt and courteous service; see P. & A. column.
DERRINGTON, 159, London Rd., Kingston 5621-2. (1841)
TOULMIN MOTORS specialise in M.G. and M.G. cars only, repairs and complete overhauls all models, reconditioned engines in stock for types P. J. T. and L. and N. Magnette; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guide, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.
WHITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 683. (0349)
M.G.—We recondition engines, axles, gear boxes, etc.; recon. engines for M. and P. in stock; recon. blocks, cranks, rockers, starters, dynos, etc.; no rockers, valves, guide and gasket sets with full range of M.G. spares always available; we specialise in racing spares.
WIMBLEDON, S.W.19. (Wimbledon Station.) Liberty 5063.
MORGAN
BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers' inspection and criticism of plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden, Tel. Malden 4403. (5323)

245 gns.—Morgan 4/4, 1938, 10hp, sports 4-seater, British racing green; leather upholstery, very good condition; to ms. exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 5041. (2971)
Morgan Cars Wanted
ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1948)
CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (2650)
RAYMOND WATTS the hire purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 5044 (10 lines). (3151)
Morgan Spares and Service
MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7753. (0514)
MORGANS—All available spares in stock.—F. H. Duggins, Morgan Specialist, 14, South Ealing Rd., Ealing, W.5. Eal. 0570. (10728)
MORRIS COWLEY
MORRIS COWLEY bullock tourer, exceptional, taxed September; £43.—Hemmens, 58 The Avenue, N.W.6. (15008)
MORRIS MINOR
4000 miles, 1949 Morris Minor sal., Romain green, beige leather upholstery, exceptional good condition.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952/4.
1949 Minor saloon black/beige upholstery, 8,000 miles, quite faultless condition; £735.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (12647)
1949 Morris Minor saloon, mileage 9,000, completely as new, throughout; £695; terms, enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0521/2.
NAYLOR & ROOT, Ltd.—1949 Morris Minor saloon, maroon, 3,500 miles only, perfect throughout, very attractive car; £725; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Bal. 5272. Open 9-6 each week-day, including Saturday.
Morris Minor Cars Wanted
THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520, Euston Rd., N.W.1. Euston 1212. (10718)
MORRIS EIGHT
NEWMAN'S, Ltd.
1948 Morris 8 4-door saloon, black with brown leather upholstery, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. (8035)
PRIDE & CLARE, Ltd.
1939 Morris 8 saloons, choice of two from £355.
1938 Morris 8 saloons, choice of three from £269.
1938 Morris 8 2-seater tourist; £255.
1938 Morris 8 4-seater tourist; £235.
1936 Morris 8 saloon, choice of two from £195.
1936 Morris 8 2-seater tourist; £175; terms 18-24 months' exchanges; lists.—Stockwell Rd., S.W.9. Bri. 6251. (2996)
CONVENTIAL CARS, Ltd.
1947 (late) Morris 8 sunshine 2-door saloon, leather; £535.
PORTSMOUTH Rd., Send, Surrey. Tel. Ripley 5122-3. (9693)
S. G. SMITH (MOTORS), Ltd., offer:
1948 Morris 8, 10,000 miles, fitted radio and other extras; £535; 50 other used cars.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22, New Cross 4444. (12398)
1939 Morris 8 saloon, series K, 4-door, sun roof, in excellent condition; £375.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. (3144)
1936 Morris 8 saloon, 1185.—Kings Motors, 4, High St., Tel. 3532. (1987)
1938 Morris 8 4-door saloon; £245.—Kings Motors, 1 High St., Hounslow Tel. 3532. (3854)
1938 Morris 8 saloon, very sound £280.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (2620)
GATEHOUSE offer 1948 (August) Morris 8 4-door saloon, black, leather upholstery, 8,000 miles, as new, one owner; £245.
GATEHOUSE offer 1947 (July) Morris 8 4-door saloon, 10,000 miles, one owner; £375.
GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. (2756)
1946 Morris 8 4-door saloon, sun roof, black and brown leather, low mileage, exceptional condition throughout; £495.
JOHN CAMPBELL MOTORS, 413, Holloway Rd., N.7. (1944)
£365—Morris 8 1939 2-dr. sln., sliding roof, leather upholstery, good original condition throughout; choice of two; many others.
BENMOTORS, 11, Clarendon Rd., Holland Park, London, W.11. Part 5067-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube). (7420)
1938 (May) Morris 8 tourist black/red, original condition, low mileage; £375.—Kings Motors, 4, High St., Tel. 3532. (1987)
1939 (April) Morris 8 2-door saloon engine, reconditioned, black exceptional condition, no corrosion on body; £365.—348, Kine St., Hammersmith, Riv. 2837-8. (7611)
JARVIS & SONS, Ltd., offer the following: 1948 Morris 8 4-door saloon, green, 10,000 miles, exceptional car; £625; also 1947 (November), black, 16,000 miles, £575.—Morris House, Morden Rd., S.W.19. Liberty 4656.
1938 Morris 8 2-door saloon de luxe, blue with blue leather upholstery, genuine mileage 30,000, one of these rare cars which are very exceptionally offered, original in every detail, taxed to end of the year, £325.
MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Tel. 5573. (2051)
1938 Morris 8 black saloon, clean paintwork and smart interior with new head lining and carpets, good chassis and performance; £259 cash or £79 deposit; balance payable over 18 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Glancie 8605-6. (2994)

1939 Morris 8, 4-door de luxe saloon, black, brown leather, taxed for year, £400.—K.L.M. Motors, Ltd., 101 Brighton Rd., Coudson, Surrey, Tel. Updown 4941.

REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16, Tel. Hill 1288. [2778]
ROWLAND SMITH'S, the Morris 8 buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.
RAYMOND WAY, the hire purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). [5663]

MORRIS TEN

PRIDE & CLARKE, Ltd.

1948 Morris 10 saloon, black, brown leather, 10,000 miles, one owner (choice of two); £450.
1947 Morris 10 saloon, black, brown leather, immaculate (choice of two); £555.

1946 Morris 10 saloon, excellent condition (choice of two); £495; terms 18-24 months; exchanges; lists.—Stockwell Rd., W.3. [2995]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.

OFFER the following:—

1948 Morris 10 saloon, 10,000 miles only.—47, Sloane St., S.W.1. Tel. Sloane 9288. (8043)
D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1939 Morris 10hp saloon, black, brown interior, 6,000 miles only since reconditioning, excellent condition, fitted with radio, taxed; £385.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Herts. [19834]

1947 Morris model 10hp Morris 4-door saloon; 5,000 miles; £375.
JACK ROSE, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677/8.

RUTONS offer Morris 10 1937 saloon, black, well shod, new battery; £265.
14 Oaten Mews, Emperor's Gate, S.W.7. Wes. 1242. [3014]

1948 Morris 10hp saloon, green/brown leather, one owner, guaranteed; £725.
W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2355]

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £385.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441. [6484]

1947 Morris 10 4-door de luxe saloon, black, brown leather upholstery, one owner, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181).

1935 Morris 10 de luxe saloon, in very nice condition throughout; 16999s; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [1057]

£425—1940 Morris 10 saloon, blue, blue leather upholstery, low mileage, exceptional condition throughout; terms and exchanges.

MAKIN & HARRISON, 492-496 Chiswick High Rd., W.4, Chiswick 0558-2619. [2084]

1939 Morris 10 saloon, excellent condition, guaranteed; £345; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington, Park 7780. [2825]

1948 Morris 10hp saloon, negligible mileage, excellent condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [2697]

1948 Morris 10hp saloon, black, brown, 8,000 miles, excel. cond.—Ridgford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2465]

1939 Morris 10 saloon, very clean condition; £435.—Barnes Garages, 315, Finchley Rd., London, N.W.6. Barnet 2661. [19473]

L. F. DOVE (WIMBLEDON) offer: 1947 Morris 10 saloon, 8,000 miles only, black with brown leather; £665.—69, The Broadway, Wimbledon, Liberty 3456.

1948 Morris 10 de luxe saloon, green/black, 15,000 miles, one owner, chauffeur-kept, first-class condition, real bargain. £660; no offers.—Box 5513, Chertsey 5551.

JARVIS & BONS, Ltd., offer the following: 1948 Morris 10 de luxe saloon, 3,000 miles, fitted radio, taxed; £755.—Morris House, Morden Rd., S.W.19, Liberty 4656. [3182]

1948 March Morris 10hp saloon, total mileage 15,000, excellent order throughout; £750.—Lynne Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8, Mountview 4401. [12896]

£650—November, 1947, Morris 10hp saloon de luxe, one owner, looks like brand new, speed reading 14.204 miles, fitted push button radio; unrepeatable opportunity at the price.

CAMDEN 10265, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire-purchase facilities; part exchanges. [1854]

1948 Morris 10 saloon, showroom condition, one owner, any inspection, 3 months' guarantee; £695.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [2605]

1939 Morris 10hp Series M 4-door sun roof saloon, taxed, very good runner, paintwork poor; £265; terms, exchanges.—Tel. Amherst 2000, Fanfare Motors, 99-115, Clarence Rd., London, E.5. [3179]

Morris Ten Cars Wanted

REQUIRE post-war Morris 10 urgently.—30, Ryecroft Rd., S.W.16, Tel. Hill 1288. [2778]

ROWLAND SMITH'S, the Morris 10 buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

NUFFIELD specialists want Morris 10s in good condition.—Wards of Putney, 72, West Hill, S.W.15, Putney 7422. [6054]

RAYMOND WAY, the hire purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). [5663]

MORRIS TWELVE

1939 Morris 12 saloon, a specimen car; £395.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [2621]

1939 Morris 12 saloon, black in good condition throughout, any price, exceptional bargain. £350.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [1054]

1939 Morris 12 saloon, recoloured, good condition throughout, fitted alternative hand controls for disabled driver; £400; by appointment.—Birkett, 12, East Churchfield Rd., W.3. [1448]

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

RAYMOND WAY, the hire purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). [5642]

MORRIS FOURTEEN

L. F. DOVE offer 1949 Morris 14 saloon, 4,000 miles, quite as new; £945.—69, Broadway, Wimbledon, S.W.19, Liberty 3456. [1046]

1937 and insured, excellent condition; £225.—Tel. Brixton 3643, 108c, Warner Rd., S.E.5. [2433]

3400—1935 Morris 14 de luxe saloon, immaculate appearance, splendid condition.—Geo. Clarke (Motors), Ltd., 275, High St., Acton, W.3. Acc. 0356. [2732]

1937 Morris 18 saloon, blue, excellent cond., one owner.—Highwood, Crow Pain, Marden, Kent. [2590]

MORRIS OXFORD

CAR MART, Ltd.

MORRIS OXFORD, 1949, radio, saloon, 12,000 miles; £350.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2590]

PRIDE & CLARKE, Ltd.

1949 Morris Oxford saloon, grey, 6,000 miles, one owner; £395; terms 18-24 months; exchanges; lists.—Stockwell Rd., S.W.3. R. 6251. [2992]

TOM GARNER, Ltd., offer:—

1949 Morris Oxford saloon, maroon with beige leather, 7,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 3434. [2487]

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, grey with beige upholstery, 5,000 miles; £345.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho Corner), Herts. 2651. [3196]

MCKINNON MOTORS, Ltd., offer:—

1949 Morris Oxford saloon, fawn, 5,000 miles only, superb condition; £945; trade enquiries welcome.

MCKINNON'S, Langham House, 3, Stafford Rd., Wellingborough, near Croydon, Surrey. Established 1876. Tel. 557-7. [2387]

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Oxford saloon, fawn, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [2561]

MANN EGERTON & Co., Ltd., offer:—

1949 Morris Oxford saloon, black with beige leather upholstery, 9,000 miles, numerous extras, including loose covers, twin pass lamps, etc., immaculate condition throughout; £395.
14 Berkeley St., London, W.1. Regent 2073. [2659]

1949 Morris Oxford, green, beige upholstery in immaculate condition, also another grey.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Fleming 8181). [2659]

1949 Morris Oxford, 1949 (March) Morris Oxford saloon, grey.—Ernest Sutton, Cleve Hill (Glos.) 95. [2687]

1949 (July) Oxford, black, 11,500 miles, as new; £1,000 or near offer.—Howe, 17, Longlands Ave., Coudson, Surrey. [2188]

1949 Morris Oxford saloon, 6,000 miles.—British Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2707]

1949 Morris Oxford, 6,000 miles, as new; £675.—L. F. Dove, Ltd., Guildford Rd., Woking, Surrey, Tel. 2081. [2541]

1949 Morris Oxford, maroon, heater, spotlight, covers; offers over £925.—White, Bishopdown House, Avebury, Salisbury, Wilt. [2569]

1949 Morris Oxford saloon, finished black with beige leather, 7,000 miles, first registered March 1949; £925.—Jack Olding & Co., Ltd., North Audley St., Mayfair 5242. [2548]

1949 (July) Morris Oxford, green, under 9,000, loose covers, heater, tuned for 31 m.p.g.; £920.—Engle, The Cabin, Weir Island, Chertsey Bridge, Chertsey 5551. [2498]

1949 Morris Oxford saloon, one owner, sea-green and beige, as brand new; £925.—Beymour & Clements, 20, Watford Way, Hendon Central, N.W.4. Hendon 2146. [1021]

1949 (June) Morris Oxford saloon, fawn, leather upholstery, 8,000 miles, a particularly well kept car; £925.—Morris & Co., 28-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [3165]

1949 Morris Oxford saloon, black with fawn upholstery, radio, heater, as new, 5,000 miles, terms and extras.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon, Tel. Cro. 5470. [1191]

£900—1949 Morris Oxford de luxe saloon, 9,000 miles, as new, just ex-covt.; terms, exchanges.—Great Western Motors, 6-8, Bishopbridge Rd., W.2 (Paddington Station), Ambassador 1061-2.

NAYLOR & ROOT, Ltd.—1949 Morris Oxford saloon, 12, grey, 4,000 miles, immaculate condition throughout; £975; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18, Batf. 5272. Open 9-5 each week-day, including Saturday.

Morris Oxford Cars Wanted

CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [10717]

MORRIS SIX—1948 (July) Morris Six saloon, maroon.—Ernest Sutton, Cleve Hill (Glos.) 95. [2687]

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—138, King's Rd., S.W.3. Tel. Flax. 4801-3. [10379]

MORRIS cars 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars. Managers of Norwich, Ltd. (Morris Distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [10105]

1948 Morris 10hp saloon, 5,000 miles, taxed year, as new; £925.—1948 Morris 8 4-door saloon, taxed year, £675; 1947 Morris 8 2-door de luxe saloon, taxed year, £495; 1947 M.G. 14-litre saloon, taxed year, super car; £850; cash exchange, deferred terms.

SCOTCHWAY GARAGE, 129a, Walmor Rd., W.10. Park 4771. [2269]

Morris Miscellaneous Cars Wanted

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [1024]

F. L. CRANMORE, Potters Bar, requires Morris cars for cash.—Tel. 2040 Potters Bar. [9672]

R

ROWLAND SMITH'S, the Morris buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [1093]

ASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 012, [2688]

SIMPSON'S MOTORS (WEMBLEY), Ltd., purchase all models Morris. Wembley 3565 [1003]

CHARLES RICKARDS, Ltd., wish to purchase pre-war Morris cars.—36, Bayswater Rd., W.2. Kensington 1820.

JACK OLDING, Ltd., 8-10, North Audley St., W.1 Morris retailers, require cars in first-class condition. Mayfair 5242.

BLUE STAR GARAGES, Ltd., will buy 1938-1940 and post-war Morris cars.—617, Finchley Rd., N.W.11. Ham. 2254; Abbey Rd., St. John's Wood, N.W.8. Cum. 0282. [1093]

Morris Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. [1093]

DALSTON MOTORS for Morris service and spares. All models.—517 Kingsland Rd., Dalston, E.8. Clissold 4943. [2615]

THE new Silver Top Cylinder Head, giving greatly increased performance, shortly available; chromomated luggage grids for saloons and tourers from stock.—Derringtons, 159, London Rd., Kingston 5621. [1300]

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service Tel. Lingfield 3304.—Blindley Heath, Nr. Lingfield, Surrey. [1011]

1936 6-cyl. Oldsmobile saloon in really good order, £525.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath Nr. Lingfield, Surrey. [1011]

1947 8-cylinder Oldsmobile 2-door streamliner saloon, low mileage, beautiful condition. £1,575.—J. Crayley, Western 5015, Eas. 3871.

1947 Oldsmobile 4-door saloon, first registered 1948, hydramatic drive, radio, heater, glow mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. [1716]

1947 Oldsmobile hydramatic, radio, heater, 10,000 miles, £1,395.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground Station. [2871]

LATE 1938 Oldsmobile, ex. con., recently sprayed, a new tyre, heater, many extras, taxed and insured. A new inspection invited, owner taking supply of new car; quick sale £450.—Tel. Willenden 5497, 9 a.m.-5 p.m. [5940]

£395—Supercharged 2.300cc short chassis Targa Fiorio 4-seater O.M. car, in superb condition throughout, original owner since new, very small mileage.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pentonbridge Mews, Bayswater, W.11. Bayswater 3951; after 5, Tel. Hill 4755. [1946]

OPHEL

CLASS'S MOTOR MART—1937 Opel Cadet saloon, fitted new front engine and gear box, superb condition, guaranteed.—5, Warren St., W.1. Eas. 3871.

1937 Opel saloons, choice of two, excellent condition; h.p. terms arranged.—K. Henry Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [2628]

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [1093]

PRIDE & CLARKE, Ltd., the Opel distributors, require immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tel. 5664. [6008]

Opel Spares and Service

MAYNOR MOTORS, Ltd., distributors Opel spare parts and reconditioned engine services.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre tyre wheels; Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. R. 6251. [2659]

DICKS CAR SALES OFFER:—

1938 Packard 35hp drop head coupe, fitted radio, tax, order throughout; £450.

DICKS CAR SALES, Ltd., 393-401, High Rd., Kilburn, Malda Vale 6888-9. [6116]

JOE THOMPSON (MOTORS), Ltd., offer:—

1937 Packard limousine, colour black, face-forward occasional; £725.

1939 Seacaba de Ville 32.5hp Super 8 de luxe, very low mileage, special English body as outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken 4933.

LEONARD WILLIAMS & Co. (1940), Ltd. Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD Sole Concessionaries, amongst other approved late model Packard cars, offer:—

1947 21st Series Clipper Six 4-door saloon, 29,400 miles, right hand drive, with radio and heater, 19,000 miles, £10 tax.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [10228]

1937 Packard 34hp saloon, guaranteed mileage 55,000, in perfect mechanical condition throughout, cellulose interior cloth unmarked, excellent tyres and battery, whole car in original condition and meticulously maintained; £475.—Tel. Focist. [2516]

1938 Packard V.12 division limousine, in magnificent condition, property late British nobleman, completed only 15,000 miles, 1000 cc, 1000 cc, light high speed Perkins diesel, engine nearly indestructible from petrol, 35 m.p.s; price £1,750; delivered any part of the world.

CHURCH ROAD ENGINEERING CO., Ltd., Dodge City contributors. Tel. No. 58474/57127, Hadeleigh, Essex. [10228]

1947 Packard 4-door saloon, a really magnificent model, new interior cloth unmarked, air conditioning, fog light, colour ice blue, new tyres, total mileage 14,000, l.h.d.; private owner; price £1,800 or offers; would consider exchange smaller car; write: Owner, 11, Charlton Park Gate, Cheltenham. [2614]

1939 Packard 30hp 6-cyl. column gear change chassis perfect and very economical, recoloured black, new interior cloth unmarked, Bedford cord with new head lining and mate perfect fitted all interior trimming renewed, bright work re-chromed, bodywork renovations were carried out not chromed, of neglected use but that of chassis reconditioned throughout, deserves a well-appointed body, which it now has; the whole car indistinguishable from new; price £2,250; dealer. [12050]

MAGDALEN MOTORS, 311, Trinity Rd., S.W.16, Bat. 5573.

(Supplement xiii) 41

JACK ROSE Ltd., require low-mileage Riley cars.—
Jack Rose Ltd., Stafford Rd., Wallington, Surrey.
Wallington, Surrey. Tel. 77-9. (7672)

BLAKES RILEY distributors, will purchase any
Bovenden Riley cars.—110, Bold St., Liverpool 1.
Tel. Royal 6622. (7735)

MOTORISTS (LONDON), Ltd., are immediate cash
buyers of post-war Riley saloons.—Great North Rd.,
Station N.2, Tudor 2301-2. (7595)

BENNETT LTD. will purchase 1947-9 Riley
or 2½-litre saloon.—Gibbons Sports Cars (Christ-
church), Ltd., Lyndhurst Rd., Christchurch, Bants. Tel.
1681 (6396)

ARCOT MOTORS, Ltd.—Pres-selector gear boxes: exchange and repairs.—169 Fulham Rd., S.W.3. Kennington 7301. [0238]

BOON & PORTER, Ltd.,

RILEY distributors.—exp. res and specialised service.—
Castelnau, Barnes, S.W 13 Riverside 4444. By
Hammerstein Bridge 10147
PERFORMANCE CARS for pre-war Riley spares, re-
pairs.—Daleham Mew., N.W 5 Hampstead 8707.
HARTLEY'S for Rileys, spares and service.—165-171,
Stanstead Rd., Forest Hill, S.E 23 Forest Hill
9244

WARD & Co. (PUTNEY) Ltd., coach and mechanical repairs, quick and efficient service.—38, Fulham Rd., Putney, S.W.15. Put. 5751-2-3 (10692)

REX NEATE, Sharnburburn Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 133. (12750)

WHEN in the West, consult the Riley specialists: comprehensive stock of spares and immediate attention.—Passer Motors, Ltd., 176, Kellaway Ave., Bristol.

RILEY CAR SERVICE (LONDON) Ltd. carry the largest stock of Riley spares in the Country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0092)

OLLS-ROYCE 1948 (Sept.) Silver Wraith rumor-edge
 1900s, said by Park Ward, 11,000 miles; \$4,250.
 OLLS-ROYCE 1939 Wraith 7-seater limousine by
 H. J. Mulliner, 38,000 miles; \$2,850.
 OLLS-ROYCE 1938 Phantom III 7-seater limousine
 by Park Ward, 6,000 miles; \$2,450.
 OLLS-ROYCE 1937 25-30hp 4-light saloon by H. J.
 Mulliner, 41,000 miles; \$1,975.
 CLAR MART Ltd. 150 W. Grosvenor

R. OWEN, Ltd.
17, Berkeley St.,
Great Britain's leading specialists in Rolls-Royce
and Bentley cars, the Brain Group

A NATIONAL motoring organisation.

1934 Rolls-Royce 20-25 2-dr. sedan coupe by
Freestone & Webb, in black with red hide
upholstery. Ref. H.4531.

1936 Rolls-Royce 20-25 saloon by Park Ward, in
black with black hide upholstery. Ref.
2.2874.

1936 Rolls-Royce Phantom III limousine by

1938 Hooper, colour blue with black wings and black hide upholstered to front with fawn cloth to rear; this car is on the £10 flat rate taxation, and has sliding side forward occasional seats. Ref. H.4626.

1938 'Rolls-Royce Wraith saloon with division by Park Ward, in black with dark brown hide upholstery, fitted with cocktail cabinet, picnic tables, etc. Ref. H.3703.

1939 Rolls-Royce Wraith razor-edged sports saloon by Thrupp & Maberly, colour grey, with

1948 Rolls-Royce Silver Wraith touring limousine by Hooper, in black with brown hide upholstery, fitted with cocktail cabinet, picnic tables etc of H.4654

L.L. cars carry our unique six months' guarantee; please write or 'phone for details to:—

R. OWEN, Ltd.,

7, Berkeley St., London, W.1.
TEL. Mayfair 9060 (10 lines). [2556]

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HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

COLLS-ROYCE Phantom III, body by Windover, first reg. March, 1957, colour deep maroon, brown leather interior, £685 mechanical overhaul Nov. '59, certified for 100,000 miles. Race, recellulosed, car as new, £2,000.

W. HAROLD PERRY, Ltd. Invicta Works, 279, Bal-lards Lane, North Finchley, N.12. Tel. Hillside [2836]

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OFFICIALLY appointed retailers of Rolls-Royce and Bentley cars.

10-25 Rolls-Royce 7-seater limousine, winding division, excellent condition, one owner, chauffeur maintained; ideal hire car.—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns., London, W.1. Tel. Regent 2608.

OWNER-DRIVER 1935 (25hp) Barker Coachwork 4-

W 4-door Sport Sedan, bucket seats, large boot, modern lines, lightful condition, exceptional carriage. Below.

OWNER-DRIVER 1934 Phantom Rolls 4-door Barker Sporta Sedan, bucket seats, capacious boot, attractive carriage.

W 1935-30hp Owner-driver semi-mitred edge 4-door Sporta Sedan, leather, bucket seats, black, large boot, 44,000 meticulously maintained, reasonable price. See ad.

nor Square, 2941-Mayfair. [2909.

J
B

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (10065)

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RIPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1937 Ph. III 7-str. limousine by Rippon, black with fawn West of England cloth, very small mileage.

1936 touring limousine by Rippon.

1935 Ph. II drop head coupe by Gurney Nutting, excellent condition.

1934 25hp 4-door sports saloon by Rippon.

1932 25hp 4-door sports saloon by Barker.

1930 25hp 7-str. limousine by Rippon.

YOU can buy with confidence from the largest distributors.

RIPON BROS., Ltd. Huddersfield 6340 (5 lines) (10905)

PADDON BROS., Ltd.

ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

60, Cheval Place, London, S.W.7. Kensington 9477. (10097)

J. COMPTON offers:—

1934 (September) Phantom II owner-driver sedan, leather upholstery, division, excellent condition throughout, leather upholstery throughout, ideal family car; £700.

1929 Phantom I 7-passenger landaulet, face forward, leather upholstery, excellent condition, reconditioned throughout, including coachwork; £340.

1928 20hp limousine, roomy body with large face forward seats, in exceptionally good condition throughout; £340.

1926 (Dec.) 20hp Rolls-Royce saloon with division, chassis and coachwork poor, 4 new tyres, Ace discs, Rolls-Royce 4-wheel brakes, in running order; £106.

PHANTOM I 7-passenger limousine, face forward seats, a very fine car, in first-class condition throughout; £250.

All the above cars are guaranteed 12 months.

COMPTON, 69, Westow St., Crystal Palace, S.E.9. Livingston 3362. (12359)

R. C. MORTLAKE offers:—

1933 25hp Rolls-Royce sports saloon, Park Ward.

1934 25hp enclosed drive limousine, Barker.

1934 Rolls-Royce 25hp owner-driver saloon by Barker.

R. C. MORTLAKE, 253, Kenal Rd., London, W.10. Ladbroke 3155. (16572)

TOM GARNER, Ltd., offer:—

1949 Rolls-Royce Silver Wraith razor edge sports saloon, by Park Ward, black with fawn hide 600 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. (2486)

JACK OLDING of Mayfair

OFFER:—

25/30 saloon with division E column by H. J. Mulliner, finished black with beige leather to rear and black to front, immediate delivery, first registered May 1937.

20/25 saloon with division by Park Ward, finished black with blue leather, first registered April 1933; £995.

DETAILS of new and used Rolls-Royce cars for reasonable delivery.

A. ODLEY HOUSE,

NORTH Audley St., W.1. Mayfair 5242. (12544)

DICKS CAR SALES offer:—

1935 Rolls-Royce 25hp owner-driven saloon, very modern appearance, rear luggage boot; £975.

DICKS CAR SALES, Ltd., 399-401 High Rd., Kilburn, Maida Vale 6888-9. (2834)

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1936 Rolls-Royce Phantom II owner-driver saloon, finished in black with brown leather upholstery, 56,000 miles in excellent condition.

1937 Rolls-Royce Phantom III 4-light limousine by Barker, with sunshine roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, a specimen car, indisputable as from new throughout.

1938 (April) 25-30 Rolls-Royce limousine by Park Ward, black, brown leather in front, West of England cloth at rear, sunshine roof in front, low mileage, recently reconditioned and in immaculate condition throughout.

1939 Rolls-Royce 4-light, razor-edge saloon with disappearing division and built-in boot by Windover, black with black leather in front and cloth at rear, mileage 33,500, in beautiful condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

COOMBS & SONS (GUILDFORD) Ltd., offer:—

1934 40-50 Rolls-Royce Phantom II, Mulliner body, 7-seater with division, mileage 33,000 colour black.

COOMBS & SONS (GUILDFORD) Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (6912)

MASCOT MOTORS, Ltd., offer the following:—

1938 30hp Barker owner-driven 4-light saloon.

1935 25hp Hooper sports saloon.

1934 (Dec.) 25hp Park Ward owner-driven saloon with division and boot.

1934 25hp Park Ward owner-driven saloon.

1934 25hp Connaught foursome drop head coupe.

1933 25hp T. & M. 7-seater limousine.

1930 40-50hp foursome coupe.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-hp Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kenal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. (2537)

ROLLS-ROYCE Phantom II, 1934, excellent condition throughout, 7-seater; £975 or near offer.

C.B. MOTORS, 6, Bolleau Rd., S.W.13. Riverside 2527.

1935 Rolls 26hp sedan, Rolls complete overhaul, owner—Write BCM/ZA, London, W.C.1.

ACHIE SIMONS & Co., Ltd., 1935 Rolls-Royce 7-seater passenger limousine by Windover, leather throughout; £1,295.

25-30, Rolls-Royce 4-door owner driver saloon, 43,000 miles, first registered 1937; £1,475.

1937 Rolls-Royce 25-30 7-str. limousine, Thrupp & Maberly; £1,750—George Newman & Co., 369, Euston Rd., N.W.1. Euston 4466. (12943)

ROLLS-ROYCE 20/25 shooting brake, excellent condition; £365—Swanmore Garage, 1,176-80, Christchurch Rd., Boscombe, Tel. Southbourne 1022. (3064)

1935 Rolls-Royce, 20-25hp, 7 seats facing forward, privately owned, £975—Moreton Garage, Albert Embankment, S.E.11. Reliance 4016.

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272-3, officially appointed Rolls-Royce retailers and repairers, reliable used cars in stock.

Long Phantom 1933 chassis (PY Series) 6-wheeler-discs, wings, cab etc., exceptional order, Bryan, 2 Providence Court, Grosvenor Square, Mayfair. (2307)

1934 Phantom II cabriolet de ville, Park Ward, 55,000 miles, new tyres; £625—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. (3020)

1937 Rolls-Royce Phantom III, seven-seater, 24,632 miles; exchanges and terms—Swanmore Garage, 1,176-80, Christchurch Rd., Boscombe. (3061)

1927 Rolls-Royce, rebuilt entirely with new Countryman saloon, modern lines, unused since—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (12738)

1934 20-25 Rolls-Royce drophead foursome coupe, Thrupp & Maberly, 41,000 miles, genuine, immaculate condition everywhere; £1,375—1,3010 Crawley, Western 6015.

1. IMMOBILES, 20/25hp roomy Hooper limousines, L. mileage all under 40,000; not ex-hire, from £1,000; exchanges, hire purchase—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. (1825)

FOR sale or as deposit on smaller car (Austin 12/16hp 1937 or similar), Rolls-Royce Phantom model, in sound condition throughout, complete with tools and mascot, ideal funeral truck; cheap—Box 5624. (2402)

1935 (Dec.) 20-25hp Rolls-Royce, type GON 56, 7-seater black limousine, face forward, swept top by Thrupp & Maberly, perfect condition; 1,000—Edney, 1, Dorchester Ave., N.13. (Pal. 2202).

ROLLS-ROYCE Phantom I limousine 7-str. with division 40/50hp, one owner, chauffeur driven; £400—Moreton Garage, 1,176-80, Christchurch Rd., Tel. New Rd., Bournemouth Hill, Exeter, Bux. 1171-2. (2023)

ROLLS-ROYCE limousines for sale, ex-funeral service, always well maintained, ready for immediate use, chassis types CLR, GXB, GYZ, WJ, JS, reasonable offers wanted—Crawley Funeral Service, Liverpool 2.

1934 (Oct.) Rolls-Royce 20-25 limousine by Barker, ride control, in really magnificent condition; part exchange and deferred terms—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tam. 538. (2659)

ROLLS-ROYCE 1937 (June) Phantom III limousine, 7 seats forward, Mann Egerton, black, excellent tyres, Ace discs, 60,000 miles; £1,150, rear offer—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. (8153)

1936 (September) Rolls-Royce 25-30 saloon, with disappearing division, Barker body, finished most attractive shade of blue and black, blue leather upholstery, H.M.V. push-button radio—Wards of Putney, 72, West Hill, S.W.15. Vandvke 1533. (1745)

1936 saloon body with division and extra large luggage boot by Barker, colour metallic grey, blue leather upholstery, recently had complete engine overhaul by Rolls-Royce, including solid axles, with delivery 20hp saloon with division, black, with brown leather.

PADDON BROS., Ltd., 25, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8). (2344)

1938 Rolls-Royce Phantom III Park Ward saloon, electrically operated partition and rear blind, black, brown leather, 21,000 miles, efficient and as new; £2,150—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). (1869)

PRIVATELY owned Rolls-Royce Phantom II, long low Barker black saloon body without partition, 4-door, leather interior; sound genuine car in perfect condition with uniquely up-to-date appearance; recently overhauled by Rolls-Royce—Phantom 1932.

CENTRAL GARAGE, Croydon, offer Dec. 1938 Rolls-Royce Phantom III four-door sports saloon by Van Vooren, finished black with dark blue hide, ample luggage space, painted by Rolls-Royce, most attractive car in unblemished condition; £1,950—Central Garage, Tel. Croydon 7464. (11995)

1932 Rolls 25hp double-enclosed 7-seater, with wide occasional seating 3; this car 17 years one owner, body by Mulliner, coachwork original, a sacrifice; £475—Coloma Car Sales, Ltd., 292-304, Leam Rd., W.9. Tel. Maida Vale 5134, 7833, 3469. (1922)

ROLLS-ROYCE December 1933 25 limousine, also Rolls-Royce landaulet December 1932, both with occasional seats; £1,650 the two or would exchange for post-war Austin 16 saloons, or good condition pre-war Austin tens, twelve sixties saloons, Healey Garage, Heather Gardens, Gidea Green, N.W.11. Speedwell 0071/2. (2380)

£775—Phantom II sedan de ville by Barker, car in excellent condition, finished in black with grey hide upholstery, ride control, registered 15.1934, chassis No. 9187-Y, Norman Neill Ltd., Brighton Rd., Sutton, Bells, 94303.

1934 Rolls-Royce 25hp owner-driver's saloon, with luggage boot, privately owned and beautifully kept, black with cloth upholstery and leather covers, total mileage 57,000; £1,085—Full particulars and appointment to view, Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (1878)

1936 Rolls-Royce 25-30hp saloon by Thrupp & Maberly, face forward occasional, sliding division, Brooks detachable trunk; a very fine car, magnificent condition, only used on two short journeys since returning from Rolls-Royce service; £1,650—A.C. Cars, Ltd., Thames Ditton, Tel. Esherbrook 2340. (2771)

A&S (Limousine Specialists) offer unique selection Rolls-Royce (swept tail) limousines.

1. IMMOBILES 1934 Double Enclosed 25hp Windover, widest occasional, black, exceptional value, private.

2. IMMOBILES 1935/25hp (ride control) Hooper (swept tail), widest occasional, black, immaculate, reasonable cost.

3. IMMOBILES 1937/1938 Windover, Barker (30hp) 7-l forward, partition, black, swept tail carriage, immaculate, exceptional value.

4. IMMOBILES II 1935 Windover, black 7-l widest occasional, partition, exceptional condition; £1,195.

5. IMMOBILES Phantom III 1938 Hooper Deluxe Coach, 34,000, swept tail, delightful condition, reasonable cost.

6. IMMOBILES Wraith 1939 Windover 30hp Double Enclosed, widest occasional, 30,000, black, meticulously maintained, beautiful carriage, below.

7. IMMOBILES Wraith 30hp Thrupp-Maberly, 7-l forward, partition, black, genuine 11,000, delightful.

ALPE & SAUNDERS always purchase Rolls-Royce. 14 A Limousines displayed. Seen: Providence Court, Grosvenor Square, 2941-Mayfair. (2309)

Rolls-Royce Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Rolls-Royce cars—320, Euston Rd., N.W.1. Euston 1212.

J. MARSHALL. WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

TELFORD SMITH, 889, St. Albans Rd., Watford, Tel. Garston 235. (15758)

PRIVATE advertiser requires 20 Rolls-Royce limousine, 1931-32—Full particulars to Box 5598. (12432)

EDWARD SMITH, the Rolls-Royce buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

A&S always purchase modern 25/30hp Saloons with boot, also 7-passenger 25/30hp Limousine 1933/1948.

A&S urgently require Phantom II also Phantom III Saloons, also 7-str. Limousines. Alpe & Saunders, Providence Court, Grosvenor Square. (8095)

CENTRAL GARAGE, Croydon, wish to purchase owner-driver cars or coupes of any type—Central Garage, Croydon. Tel. Croydon 7464. (16218)

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types—3-13, Russell Rd., Wimblish, Tel. the Northern 1933.

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (7457)

R. specialists, special retailers and repairers, wish to buy good late model Rolls-Royce—Huddersfield 6340 (5 lines) 0115.

THE BASINGSTOKE MOTOR Co., Ltd., wish to purchase late 20hp and early 20/25 and late Phantom II, particularly cars with open coachwork—By-Pass Rd., Basingstoke, Hants. (1000)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition.

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars—18, Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1413. (8364)

Rolls-Royce Spares and Service W. M. COOPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service. The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. (10623)

CHALICE FOLLETT, Ltd.—Officially appointed retailers and repairers. (10623)

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE Parts. SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. (8368)

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork, for all Rolls-Royce and Bentley models—Central Garage, Tel. Croydon 7464. (11997)

AL. spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models; also repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (3048)

ROVER 10 £415—March, 1933, excellent condition—P. 5161. (12524)

BRAY MOTORS—£325: 1937 Rover 10hp de luxe model, very, excellent runner, unworn tyres, very clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (3177)

JACK ROSE, offer 1947-48 Rover 10 4-door saloon, one owner, carefully used since new, open to any examination or trial; £365—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (2224)

ROVER 12 SPORTS saloon, 1938, black, overhauled, economical, fast; £485—Box 5529. (12218)

JARVIS & SONS, Ltd., offer the following: 1948 Rover 12 over, fawn, 14,000 miles; £925—Morris House, Morden Rd., S.W.19. Liberty 4656. (1918)

1938 Rover 12 saloon, black, brown leather upholstery, one owner, small mileage; £435—R. Winter, 18, The Woodlands, Beulah Hill, S.W.3. Riv. 2873. (12404)

1939 Rover 12, first-class condition mechanically, recently overhauled and fitted with new car-pets throughout; £550—Bruce Terrace, 88, Cromwell Mews, South Kensington. Fln. 0513. (2353)

ROVER pre-war 12hp specially built open two-four seater, chassis recently modified throughout, engine as yet run in unique and extremely elegant car with unusual features and many extras; ready to drive away; owner invites offers.—Bridge House, Broxbourne, Herts.

BROOKLANDS.

1947 Rover 14 saloon, black with Bedford cord; speedometer reading, 8,000 miles.

103. New Bond St., W.1. Tel. Mayfair 8351-6.

1936 Rover 14 sports saloon, immaculate.

1935—Value Cars, 362, Upper Richmond Rd.

1950—Rover 14 1939 sal., really faultless; car mechanically, excellent cellulose, interior, etc., many others.

1936 Rover 14 1939 sal., really faultless; car mechanically, excellent cellulose, interior, etc., many others.

1939 Rover 14 1939 sal., really faultless; car mechanically, excellent cellulose, interior, etc., many others.

1936 Rover 14 1939 sal., really faultless; car mechanically, excellent cellulose, interior, etc., many others.

1934 Rover Speed 14 2-door sports saloon, very good all round, 4125; terms, exchange.

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HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors

SELECTION of all models at attractive prices.

DEVONSHIRE HOUSE, PICCADILLY W.1. (Grosvenor 2287)

ENLY House, 265, Euston Rd., N.W.1. (Euston 4444)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

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CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUSLOW (Houslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

ENLYS, Ltd., England's Leading Motor Agents.

CAR MART Ltd.

ROVER 10 1946 saloon, 16,000 miles; £295.

ROVER 12 1947-8 touring car, 5,000 miles; £1,095.

ROVER 75 1949 saloon, 4,000 miles; £1,595.

ROVER 75 1948 saloon, radio, 9,000 miles; £1,475.

Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1312.

COOMBS & SONS (GUILDFORD), Ltd.

OFFER:—

1948 Rover 16 black saloon, mileage 18,000, excellent upholstery, runs quietly, good oil pressure, no smoke; an exceptional little motor; £245.

1947 Rover 14 sports saloon, blue, really good car.

WE welcome any inspection.

COOMBS & Sons (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9.

GORDON CARS (LONDON), Ltd.—1948 Rover 60 saloon, grey, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Rover 16hp saloon, grey, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Rover 16 sports saloon, black-brown leather, exceptional.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611.

CAMDEN MOTORS.—Rover 10hp saloon, 1935, one owner since 1939, very clean condition especially the interior upholstery runs quietly, good oil pressure, no smoke; an exceptional little motor; £245.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1938, nicely finished in fawn with brown wings and brown leather interior, whole car looks very attractive, good engine and tyres, several useful extras, strongly recommended and fully guaranteed; £399.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1940, finished in original dark blue cellulose, late type model with several post-war features and similar in design to 1947 model, very lively little motor, all tyres recently renewed, new battery fitted; £285.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1946-7, immaculately finished Rover green with leather interior to match, unblemished condition throughout, has had very little use by one careful owner since new; £395.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1936, with unmarked black coachwork and very clean brown leather interior, whole condition indicates much later year; an excellent opportunity at £325.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1938-9, finished in suede green with green leather, attractive conditioned coachwork, all chrome accessories renewed recently, fitted Fram oil, demisters, twin headlights (Lucas), and other extras; specially recommended mechanically; £499.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, immaculately finished in fawn with blue leather, fitted genuine works recommended engine in Sep. 1949, fitted same fitting 5,600; exceptional mechanical order; £365.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, similar to above example but a shade less immaculate, tip-top mechanical order, new tyres, extras; £615.

CAMDEN MOTORS.—Rover 12hp sportsman's 4-door saloon, 1939, finished Rover grey, splendid condition; small fortune spent on maintenance by late owner; scarce and highly desirable motor; £625.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1947, registered April, immaculately finished in Rover green with upholstery to match, very low mileage, one owner since new, fitted latest type H.M.V. push button Radiomobile and in the mechanical condition which leaves nothing whatsoever to be desired; £999.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, clean condition, very lively engine, good performance; £295.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, finished dark blue with blue leather, late property of chief mechanical engineer, expertly maintained since new; £425.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon, 1939, late type model with many 400 features to post-war Rover, very smart example, original cellulose in dark blue; £625.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, one private owner since new, engine extensively overhauled in March this year, finished in dove grey, 5 new tyres; £615.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, as above model but somewhat higher mileage; whole car in very clean condition, and an attractive proposition at the price; £599.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1946-7, one owner since new, genuine small mileage model, immaculate condition, original tyres in first-class order; £615.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Tel. 2041-2-3. Write for our 18-page post free car and confidential hire-purchase facilities: used cars, easy and confidential hire-purchase facilities: part exchanges; free delivery.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Tel. 2041-2-3. Write for our 18-page post free car and confidential hire-purchase facilities: used cars, easy and confidential hire-purchase facilities: part exchanges; free delivery.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Tel. 2041-2-3. Write for our 18-page post free car and confidential hire-purchase facilities: used cars, easy and confidential hire-purchase facilities: part exchanges; free delivery.

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CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Tel. 2041-2-3. Write for our 18-page post free car and confidential hire-purchase facilities: used cars, easy and confidential hire-purchase facilities: part exchanges; free delivery.

BROWN'S for Rovers.

1939 Rover 10hp saloon de luxe, immaculate condition; £265.—Brown's Garage, Loughton (Essex) 4119 (Tube). [1917]

Rover Cars Wanted

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971]

ENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE HOUSE, PICCADILLY, W.1. (Grosvenor 2287)

ENLY House, 365, Euston Rd., N.W.1. (Euston 4444)

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

ENLYS, Ltd., England's leading Motor Agents.

ROWLAND SMITH'S, the Rover buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd. Guildford, Tel. 62907.

WANTED, post-war Rovers, all models.—Send details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-3. [0021]

CASH immediately for good Rover.—H. F. Edwards, 28 Upper High St., Epsom. 9400. [1288]

DEAN'S Rover cars in good condition wanted.—Vandervelde, 215, Haversstock Hill, N.W.3. Primrose 4441. [1829]

JACK OLDING, Ltd., 2-10, North Audley St., 7-11, Rover retailers, require cars in first-class condition Mayfair 5242. [0816]

BAKES Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7730]

JACK ROSE, Ltd. require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6577-8. [0613]

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningsham Lane, Bradford, Tel. 25927-5. [0613]

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd. E. Finchley Station, N.2. Tudor 2301-2. [1796]

DAVID ROSEFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—78, Deansgate, Manchester. Tel. Deansgate 5455. [0553]

CAMDEN MOTORS, Ltd., require to purchase Rover saloons and drop heads of all horse-powers in good clean condition, 1938-40; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [1408]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [1564]

Rover Spares and Services

DRY'S GARAGE, Ltd., Kenyon St., Kenton, Rover main agents. Sales and service: Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [1717]

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spare stock available.—Colchester Hill Rd., Manchester 8. Tel. Blackfriars 2302. [0553]

S.M. offer:—

1936 Singer 9hp special works model Brooklands racer, over 100mph; a unique opportunity for enthusiasts; can be inspected at STAR MOTORS, Shepherds Hill, Reading. Sonning 2345-6. [1505]

SIMPSON'S MOTORS offer:—

SINGER Le Mans sports, 1936 model, moderately low mileage; £295.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Star Specialists) Wembley 3905. [0141]

1937 Singer 12 saloon, immaculately fitted, new Masterdrol.—362, Upper Richmond Rd., East Sheen. [1506]

1947 Singer 10 saloon, spotless; £585.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [1217]

GORDON CARS (LONDON), Ltd.—1949 S.M. 1500 saloon, 7,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [12605]

1949 Singer 10 saloon, 10,000 miles.—British & Continental Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [12709]

1949 S.M.1500, off-covenant, mileage 10,500. Offers to Saunders, 40, The Avenue, Branksome Park, Bournemouth. Tel. Westbourne 63527. [3111]

1939 Singer 9hp sports roadster, immaculate condition throughout, red finish with red leather upholstery, low mileage, dual tone horns, taxed to Dec. 3130.—Pollard, 21a, Frimess St., Swindon, Wilt. [12609]

1948 Singer Super 10, maroon, red hide upholstery, one owner, excellent condition, exceptionally good performance, taxed December, 1950; £640.—Goodman, 15, Mutley Rd., Plymouth. Tel. 15097. [15097]

495 cm.—Singer super 10, May 1946, de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms: exchange; last open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [12963]

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. [0986]

CASH immediately for good Singer.—H. F. Edwards, 154, St. Nicholas St.,

Singer Spares and Service
SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. 10217

SPORTS CARS

BLAKES,

THE Northern Sport and

RACING Car Specialists.

BUY and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and quotations.
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ARE specialists in well-conditioned vintage sports cars; your inspection and enquiries are invited.
CELLULOSING service par excellence; expert, honest and inexpensive workmanship—immediate quotation a pleasure.
PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 125-126, Haydon Rd., Wimbledon, S.W.19. Liberty 6265-6. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. 13167

B & G MOTORS offer:—

£285—M.G. 12hp supercharged Magnette 2-seater, full touring equipment, twin spares, good hood, alleged actual teamcar, special bodywork, etc.
£275—A.C. 16.66 open speed model 4-seater, red and chromium, in positively first-class mechanical order, goes like the clappers and is really a delightful car.

£215—Bentley 9 Le Mans Special Speed 2-seater, black and silver, immaculate appearance, atomic performance, fold-flat and aero screens, bronze head, Scintilla Vertex.

£175—Alvis 12.60 Beetle Back T1 series 2-seater, taxed December, maroon, original condition throughout, sound reliable and fast, twin carburetors, 4-speeds, concealed hood, fold-flat screen, etc.; a real thoroughbred and thoroughbred order.

£150—Austin 750cc Ulster 2-seater, taxed December, British racing green, fold-flat screen, outside exhaust, louver cover, etc., superb mechanical order and unusually fast.

B & G MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. 12726

ROWLAND SMITH'S for sports cars.

795 gns.—H.R.G. March 1947, 1½-litre aerodynamic super sports 2-seater, maroon, large instruments, nylon plaid seat covers, unworn tyres, small mileage, carefully used, exceptional condition; cost £1,250; terms: exchanges.—Rowland Smith, below.

425 gns.—Riley Ulster Imp, 1954, 3hp special sports 2-seater, light blue, blue leather, close-ratio gearbox, manual change, racing carburetors and magneto, outside exhaust, new Dunlops, carefully used, exceptional condition; terms: exchanges.—Rowland Smith, below.

395 gns.—Alfa-Romeo, 1932, re-built and registered super sports 1.750cc, type 6C twin overhead camshaft super sports 2½-seater, silver grey, blue leather, concealed hood, good chassis, very carefully used, exceptional condition; terms: exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). 12966

RAYMOND WAY, the hire purchase specialists!**RAYMOND WAY**, of Kilburn.

50 sports cars of all types under £200.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8 R (150 yds Kilburn Park Station, Bakerloo Line), Mal. 6044 (10 lines). 13577

SPEEDSTERS, Ltd.—The finest sporting cars in the country.

SPEEDSTERS, Ltd.—£10 tax 100 mph model Invicta, low chassis type, 4½-litre, 1200 cc, 1200 cc, 1200 cc, completely rebuilt and re-registered July 1949, brand new 3-seater open body in blue and silver, whole engine burnished and chromed, burnished steering, black bored, chromed liners, shaft ground, new bearings, new pistons, all new valve gear, new water pump, rotor streamlined and polished, silicon steel guides, K695 valves, new carb, drums ground, shoes refined, special new clutch; we understand that about £1,200 was spent in the rebuilding, testified by us at 112 mph, about 22 mpg, a truly wonderful car.

SPEEDSTERS, Ltd.—Speed 6 Bentley with modernised fixed head four-seater body, very low total mileage, exceptional mechanical condition, 40 lb oil pressure when really hot, recirculated black, new headlines, new trimming, new tyres, a specimen car.

SPEEDSTERS, Ltd.—Mercedes-Benz supercharged 3½/250, the legendary 500-hp, 1000 cc, 1000 cc, 1000 cc, illustrated on the cover of "Full Throttle," special camshafts, special braking, special brake reaction snubbers, 6in filleraps, reported to have reached 137 mph, narrow A.I. International 4-seater body, 660 respay in gunmetal, red hot, 8 new heavy duty tyres, taxed only once since 1938, the finest Merc. in the country.

SPEEDSTERS, Ltd.—M.G. 12hp 1936 750cc 3hp, registered 1941, unitary for past 4 years, red with unused leathered equipment, extremely potent small car ideal for hurbine about and occasional cheap racing.

SPEEDSTERS, Ltd.—Alfa, Austin, Bentley, Buantti, Co. Invicta, Jaguar, Mercedes, M.G., Vauxhall.

SPEEDSTERS, Ltd.—Offices at "Old Straddle," Cross Oak Lane, St. John's, near Redhill, Surrey, Horley 629, 20 minutes from Victoria.

BRAY MOTORS—£250: 1947 (reg.) J.M. Riley 3hp special sports 2-seater.—Below.

BRAY MOTORS—£195: 1937 Nippy sports 2-seater, fitted 40-hp engine, terrific performance.—Below.

BRAY MOTORS—£195: 1937 Morgan 4/4 sports 2-seater, 1½-litre green, in nice condition throughout.

BRAY MOTORS—180-184, West End Lane, N.W.6, Hampstead 6490.

VERITAS 150mph 2-seater; Alford and 1949 Fraser Nash Le Mans Replica; others.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. 15277

PERFORMANCE CARS of 21, Daleham Mews, Belsize Lane, N.W.5 (Ham. 8707), offer with 3 months' written guarantee:

1938 Alvis Speed 25 tourer by Vanden Plas, £570; 1934 Riley Kestrel 9 saloon, £145; 1936 Riley 12-4 1½-litre Vauxhall, rare car in exceptional condition, £510; 1932 M.G. 2-seater, red, £215; 1936 M.G. 3hp P.B. type streamlined utility, several defects, £175; 1940 M.G. T.A. 2-seater, £385; 1937 Fiat 500 cabriolet, taxed year, £200; 1936 Austin 750cc Ulster, £195; 1936 Fiat 1100 saloon, £340; 1937 Renault Primaquatre 18hp drop head four-seater, £185; 1947 Austin 8 ex-W.D. tourer, black, £275; Austin 7 Ulster Replica, £35; 1924 Rolls-Royce 2½hp coupe, four-wheel brakes, £190; 1940 Peugeot 402B de grand luxe saloon, £350; 1936 Auburn 8-cyl. blown Phaeton drop head four-seater, £165; 1935 A.C. 18hp 2-litre drop head coupe, £165; 1929 Buick saloon, £40; 1935 Bentley 4-litre saloon, two owners, £250; 1925 Bentley 3-litre red Label 2-seater, 9ft, 100 mph chassis, £225; 1937 Studebaker 28hp Commander saloon, £165; 1935 A.C. 18hp 2-litre drop head coupe, £165; 1929 Buick saloon, £40; 1940 Rycraft 2½hp 2-seater, 80 mpg, £90; immediate insurance, hire purchase on all cars; restet unable to cope with written enquiries until further notice. 13153

£185—1935 Humber 18hp drop head coupe, excellent mechanical condition, fine oil pressure, very pretty, £185.

£175—1935 Riley 9 Monaco saloon, much above average condition, several extras and 1934 model. 13153

LTON GARAGE, 17, Brook Mews North, Craven Rd., Paddington 3952 and 4710. 12695

B.M.W. type 55 2-seater sports, very good condition; 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 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3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 32

5000 miles, 1949 Standard Vanguard sal. weather upholstery, one owner only.—Ripco, Ltd., 14, Albemarle St., W.1. Regent 2352/4. (1949) (June) Standard Vanguard saloon, green with red leather, very clean condition; 2810. Rensselaers Garage, Ltd., Birchington, Tel. 55. (1466) **6000** miles, 1949 Standard Vanguard saloon, grey, radio, heater, bargain; 2875.—65-69, St. Helens Ave., Streatham Hill, S.W.2 (1 minute Stratford Hill Station). Tel. Hill 8464. (11034) **HILLWOOD MOTORS**—1949 Standard Vanguard in metallic grey, low mileage, fitted H.M.V. push-button radio, heater, air conditioning; 2875.—565/7/9, Bedford Way, Mill Hill Circus, N.W.4. Mill Hill 4222.

STANDARD MISCELLANEOUS
CAR MART Ltd.

STANDARD 8 tourer, 1948, 1,000 miles; £595.
STANDARD 12 coupe, 1948, 11,000 miles; £875.

STANDARD 12 1947 saloon; £695; 6 months' guarantee.
STANDARD Vanguard saloon, 2,000 miles, 6 months' guarantee.—Car Mart, Ltd., 150, Park Lane, W.1. Mayfair 3242. (2853)

265 gna—1940 Standard 8 4-seater, superb condition.—Below.
185 gna—1936 Standard 9 4-door de luxe saloon, excellent condition.—Autosales, 5 Balham High Rd., Balham 1509. (3045)

4445—Standard 8 tourer 1948, black, one owner, 15,000 miles, taxed for year, bargain.—Below.

2995—Standard 9 saloon, 1939, black, perfect runner, bargain.—33, Motors, 356, New Cross Rd., London, S.E.14. Tideway 3778. (2825)

GORDON CARS (LONDON), Ltd.—1948 Standard 9 drop head coupe, black, radio, particularly attractive.—Below.

GORDON CARS (LONDON), Ltd.—1947 Standard 9 drop head coupe, grey-blue, excellent condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611.

Standard Cars Wanted

CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5434. (10973)

DOWNLAND SMITH'S the Standard buyers.—Hamstead High St. (Hamstead Tube), Ham 6041.

REQUIRE post-war Standard urgently.—30, Ryecroft Rd., S.W.16, Tulse Hill 1284. (2769)

WANT immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom, 9400. (2877)

ABSTON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 9000.—Seven Sisters Rd., Tottenham, 1131. (1018)

JACK OLDING, Ltd.—8-10 North Audley St. W.1. Standard retailers, require cars in first-class condition.—Mayfair 3242. (2870)

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manington Lane, Bradford, Tel. 28827. (1026)

SARNEB MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good condition; cash or exchange.—Tel. Glia. 2480. (10431)

Standard Spares and Service

S&T SERVICE and spares for all models

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction, Brompton Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye Ltd., 10, York Rd., Leeds, 2. Tel. 29439.

STANDARD and Triumph spares, sales and service.—J. Martin, Standard House, Highgate Village, N.6. Mountview 3415. (10408)

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kellors Garage, Highbury Grange, N.5. Canonbury 3190. (10294)

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5486. (10475)

LANKESTER ENG. CO., Ltd. (distributors in Surrey since 1911); eng. repairs, spares, phone, write or call; orders dispatched immediately.—35-43, Eden St., Kingston, Kin. 3151-4. (10286)

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, Distributors of Standard Vanguard and Triumph cars for Isle of Thanet, Tel. Margate 1182. (11572)

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models; the Standard specialists for over 25 years.—157-149, Wilmot Rd., Bromley, Kent. Ray. 4867-7-8-9. (10567)

HALLS (Pinchley) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Pinchley N.3. Finchley 596-9. (10002)

STUDEBAKER

STUDEBAKER Dictator saloon, 26hp, 1935 show model, delivered and registered 1936, one owner, car unused 7 years, engine and chassis excellent, good tyres, fitted American radio; £250 or near.—Tel. Shepherd Bush 3567. (11452)

E. PALMER has for disposal two Studebaker A. Champions 20hp 2 and 4-door saloons, 1948/9 models, r.h.d., in first-class order, low mileage, one owner, radio, near etc.—£1,750 and £1,350; terms, exchange.—12, Church St., Luton 1422. (2890)

Studebaker Cars Wanted

SIMPSON'S MOTORS (WESLEY), Ltd., wish to purchase all models Studebaker.—Wesley 3905.

SUNBEAM

1929 Sunbeam 16 Weyman saloon, complete but needs overhaul, taxed and running; £27/10.—J. Lott, Fairview, Lymington 87292. (2494)

SUNBEAM-TALBOT

TOM GARNER, Ltd., offer:—

1948 Sunbeam-Talbot Ten saloon, black with fawn upholstery, 14,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (2490)

HAROLD RADFORD & Co., Ltd.

1949 Sunbeam-Talbot 80 saloon, one owner, 10,000 miles, silver, green, with radio, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines).

BROWN'S for Sunbeam-Talbots.

1939 Sunbeam-Talbot 10hp saloon de luxe, in excellent condition; £485.—Brown's Garage, Loughton (Essex) 4119 (Tubes). (1293)

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, satin bronze, red leather, 6,000 miles; £1,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (9299)

SMITH AUTO CO., Ltd., 145, London Road, Croydon

series (reg. Aug. 1939) Sunbeam-Talbot 10hp sports 4-6, superb mechanical condition, excellent appearance; £435.—Tel. Croydon 4632. (2918)

SUNBEAM-TALBOT 1949 10hp saloon, model 80, radio, 600 miles, £1,250.—Lar. 4625. Levine, 74, Higham Station Ave., E.4. (2443)

SUNBEAM-TALBOT sports saloon, 10hp, 1939, very attractive car, excellent performance, £495; several others; hire purchase; exchanges; written guarantee.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Lane 4144. (3151)

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot saloon, grey-grey cloth, one owner only.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611.

1949 Sunbeam-Talbot 80 saloon, black/brown, for car carefully maintained in British diplomatic mission abroad, now visible London area; exceptional condition throughout.—Autowork (Winchester), Ltd., Tel. Winchester 4834/3406. (2570)

883 miles, an almost new 1947 2-litre Sunbeam-Talbot 80 sports tourer, a most attractive and genuine car; 2975 or near offer.—Fuglie, Bushey Heath, Herts. Tel. 1685. (2457)

1940 Sunbeam-Talbot 4-litre saloon, host of expensive extras, unquestionable condition throughout.—Autowork (Winchester), Ltd., Tel. Winchester 4834/3406. (2570)

1949 Type 90 saloon, 5,900 miles, metallic bronze/red hide upholstery, fitted H.M.V. radio, faultless condition; £1,255.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (2651)

1947 Sunbeam-Talbot 2-litre saloon, one owner, taxed December, excellent condition throughout, £745 terms, exchange.—Williams Motors, 18, Balham Hill, S.W.12. Battersea 3200. 3769. (1196)

1949 (Feb.) Sunbeam-Talbot 80 saloon in bronze with red leather, guaranteed 6,000 mls. only, £1,025.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

4—litre sports saloon, 1940, newly repainted blue-grey and reconditioned by makers, specially equipped and ideal for foreign touring, one owner, now overseas car carefully maintained in British diplomatic mission abroad, now visible London area; exceptional condition.—Box 5654. (8571)

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1939, in comparable condition throughout and at first sight could easily be taken for post-war model, chauffeur maintained and driven on behalf of one lady owner since new and a genuine low mileage model, which has been maintained and serviced regardless of cost by same Rooter agents since new; actual maker's overhaul and general maintenance understood to have been recently carried out at cost of well in excess of £180; this is but typical of the manner in which this Sunbeam-Talbot has been treated and it is without doubt one of the very finest we have ever handled; full history known and the car offered with a fully comprehensive written guarantee at £595; twelve other Sunbeam-Talbot 10hp cars in stock at prices from £445.—See below.

CAMDEN MOTORS—Sunbeam-Talbot 2-litre 14hp C. Sportman's saloon, March 1940, scarce and highly desirable car, identical in appearance to 1948 model, very attractive condition, priced at £1,000 in fawn with narrow chrome waistline and an abundance of chrome front accessories, twin trumpet horns, special headlights, etc., and upholstered in natural hide throughout; tip-top mechanical order and really outstanding performance in every respect; £545.

CAMDEN MOTORS—Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Write for our price free printed catalogue of nearly 400 fully guaranteed used cars. Easy and confidential hire purchase facilities. Part exchanges. Free delivery service refund of petrol on 2,000 miles of motoring. Refund of purchaser's fares from any part of the country. Showrooms open 6 days a week till 8 p.m. (1848)

Sunbeam-Talbot Cars Wanted

R. ROOTES

DISTRIBUTORS

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate. (Blackfriars 6677).

MAIDSTONE—(Maldstone 3533).

CANTERBURY—(Canterbury 3322).

ROCHESTER—(Chatham 2231).

WROTHAM Heath.—(Borough Green 4).

ROOTES, Ltd., Devonshire House Piccadilly, W.1. Tel. Grosvenor 3401. (10111)

ROWLAND SMITH'S the Sunbeam-Talbot buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (2868)

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Rd., W.2. Paddington 1920. (247)

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers, in good clean condition, 1938-40 and post-war; write, call or tel. stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. (4003)

R. F. FUGGLE for Talbot

1936 105 speed sports saloon; £685.

1936 model 110 Van den Plas sports tourer; £675.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. (2459)

SCUDDER & WALL offer:—

1938 Talbot 3-litre 4-door sun saloon, black, manual gear box, wheel discs, just fitted new king and bushes, springs set up, new piston rings. Clean motor car throughout; price £365.

PART exchanges welcomed.—33, Marylebone Lane, Wimpole St., London, W.1. Welbeck 8065. (1936)

TALBOT 10 drop head coupe, black, one owner; £350. —Cattermole, 79, Kenyonville Rd., N.1. (12790)

1938 Talbot 3-litre de luxe saloon, excellent condition; £545; payments.—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1319. (2917)

1935 Talbot 75 sports saloon, blue with blue leather beautiful condition; £220.—Wareing, Railway Tavern, Hamworthy, Dorset. (19910)

31—litre Talbot 110 black sports saloon, 1935 model, 32 completely overhauled 1949, including respray, engine altered, crankshaft reground, run on basic only, excellent condition, taxed December, all bills and photographs produced; best offer over £400.—Box 5413. (1501)

325 gna—Talbot 1936 21hp speed 105 4-door sports saloon, silver, chrome, sliding head, blue leather, preslector, Ace discs, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (2853)

SCARCE model, Talbot 105 Airline 4-door sports saloon, very attractive low sporting body with long swept tail, luxuriously equipped, knock-on wire wheels, bumpers, hand-controlled shock absorbers and lavishly equipped dashboard, finished black and chromium with fawn leather upholstery, first registered Dec. 31, 1936; really beautifully equipped car; of outstanding appearance, delightful performance, offered with written guarantee; £425; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (2853)

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 28, Upper High St., Epsom, 9400. (2877)

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hamstead Tube), Ham. 6041. (10991)

TRIUMPH

BROOKLANDS

1949 Triumph model 2000 roadster coupe, choice of three.

103 New Bond St., W.1. Tel. Mayfair 3351-6. (2636)

CAR MART Ltd.

TRIUMPH 2000 1949 saloon, heater, 13,000 miles; £1,095.

TRIUMPH 2000 1949 roadster, radio, 5,000 miles; £1,095.

TRIUMPH 1800 1948 saloon, 7,000 miles; £1,125.—Car Mart, Ltd., 320, Euston Rd., N.W.1. (2595)

NEWNHAM Ltd.

1948 Triumph 1800 Roadster, green with red, carefully maintained.

1947 Triumph 1800 razor-edge saloon, black with fawn, low mileage.

NEWNHAM House, 255-7-9, Hammersmith Rd., W.6. Riverside 4646. (1003)

OVERSEAAS Cars, Ltd.

1948 Triumph 1800 saloon, grey; £1,075.

OVERSEAAS Cars, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (2735)

PRIDE & CLARKE, Ltd.

1949 Triumph 1800 saloon, grey, grey leather, low mileage, one owner; £995; terms; £18-24 monthly; exchanges; lists; Stockwell Rd., S.W.9. 6251. (2523)

PHILIP RICKARDS, Ltd., offer:—

1949 Triumph Roadster, 2000, H.M.V. radio, grey/maroon, 4,000, immaculate.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. (2564)

CRINNON MOTORS, Ltd., offer:—

1949 (June) Triumph 2000 razor edge saloon, black, beige leather, 9,000 miles only, heater, taxed Dec.; £1,250.

1949 (March) Triumph 1800 razor edge saloon, grey, grey leather, 7,000 miles only, taxed Dec.; £1,195; trade enquiries welcomed.

1949 (March) Triumph 1800 razor edge saloon, grey, grey leather, 7,000 miles only, taxed Dec.; £1,195; trade enquiries welcomed.

M. L. LUNN, 68, Dove House Lane, Solihull, Warwick. Acc. 1885.

1949 Triumph 1800 razor-edged saloon, black-beige leather, perfect condition.—Jones, Lennox St., Regent, Regis, 2166.

1936 Triumph Gloria 4 10.8hp 4-door saloon, black, piskin upholstery, only one owner, exceptional condition; £245.

BREY ADYCS, rear of 44-46, Chase Side, Southgate, N.14 (near Tube), Palmers Green 4540. (1061)

BRAY MOTORS—£350; 1937 Triumph 14-60 Vitesse sports saloon, excellent mechanically, very attractive cellulose paint green.

BRAY MOTORS, 180-184, West End Lane, N.W.6, Hamstead 6490. (3173)

ASS'S MOTOR Mart—1939 Triumph 14/60 sports saloon, blue, excellent, written guarantee.—S. Warren St., W.1. Euston 5323. (3178)

1948 Triumph roadster, 15,000 miles, perfect; £275; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [2519]

1949 Triumph 2000 saloon, black, fawn upholstery, 10,000 miles, in splendid condition; £1,175.—Bagnall, Greenway 2671. [2523]

TRIUMPH 2000 saloon, June 1949, mileage 11,500, colour grey, as new; £1,225; or offers.—Brookford Engineering Co., Suno & Mendham 254. [2524]

1948 (Oct.) (Triumph) 1600 R.E. saloon, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [2514]

TRIUMPH 2000 black motor-edge saloon, radio, registered July 1949, 6,000 miles; £1,250.—Fellows, 32, Victoria St., S.W.3. Above 2535 before 5.30 p.m. [2507]

1946 (Nov.) Triumph 1600 Roadster, black, showroom condition, one owner, carefully driven, no dealers; offers; 112, College Rd., S.E.21. [2507]

4000 miles, 1949 Triumph 2,000 R.E. saloon, black, beige leather, one careful owner.—Rapo, Ltd., 16, Albemarle St., W.1. Regent 2552-4. [2507]

1949 2000 Type saloon, grey/grey hide upholstery, low mileage, exceptional condition; £1,255; or offers.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [2652]

RUSE & YOUNG Ltd., offer 1948 Triumph 1800 Roadster, exceptional condition; £860.—52-53, St. John's Ave., Streatham Hill, S.W.12. [11036]

1948 (October) Triumph motor-edge saloon, 14,000 miles, ready for immediate use, radio, and part exchange enquiries invited; car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. [2512]

2000 Triumph Dolomite, June 1938, 14,600 miles, 4-door sports saloon, black, sliding head, red leather, carefully used, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2564]

Triumph Cars Wanted

C THE CAR MART, Ltd. wish to purchase Triumph cars.—329, Euston Rd., N.W.1. Euston 1212. [10035]

TASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [12679]

TRICO Ltd. will purchase Triumph Cars; all models;—16, Albemarle St., W.1. Regent 2552-4. [12687]

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [2564]

ARSTON MOTOR CO., Ltd. for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0132]

Triumph Spares and Service NEWNHAMS, Ltd. [0355]

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnhams House, 235-7, Hammer Smith Rd., W.6. Riv. 4646 [1539]

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingsdale Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [10355]

UTILITY CARS

G. P. (BALHAM), Ltd., offer:—

130 gns.—1936 Morris 8 4-door utility, replacement engine, genuine bargain.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Battersea 3117. [2521]

HAROLD RADFORD & Co., Ltd.

1937 (Aug.) 27hp Chevrolet 4-door shooting brake, finished in natural woodgrain, one owner; mileage 38,000, bench type seat in front and removable bench type seat in rear, dropping tailboard. [2521]

HAROLD RADFORD & Co., Ltd., specialists in re-designing and building wooden metal-panelled shooting brakes or all-metal Formality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken 6842. [2521]

COOMBS & SONS (GUILDFORD), Ltd.

OFFER:—

1948 1½-litre Riley utility, excellent condition, mileage 18,000. [2521]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. [2521]

1949 miles, blue, guaranteed; £495. [2521]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 221. [2521]

WILLYS OVERLAND Jeep with new utility body, good mechanical condition; £300.—George Newman & Co., 369, Euston Rd., N.W.1. Euston 4468. [2845]

HILLMAN 10hp Utility, Truck model, first registered 1950, colour steel just, condition, as new throughout; best offer over £350.—Box 5414. [11502]

1948 Les-Prancis utility truck, cab seats 2 adults, 2 children, only 900 miles, practically as new, cost nearly £1,000; £700 or offer.—Box 5600. [2435]

1948 perfect; £795.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [2530]

CYRIL SHEPPARD offers 1948 Phase II Hillman estate car, spotties, 102 Kings Rd., Reading, Tel. Reading 2712, and Riseley Garages, Riseley, Berks. Tel. Reading 83147. [10358]

1949 Fordson 5-cwt and 10-cwt Utilitons, Utilitons, and vans, low mileage vehicles in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [2653]

1949 (June) Alvis utility, 1,200 miles only and fitted with the finest body we believe possible to build, running in real hide, registered £1,550 to produce, offered for £1,095 cash or terms.—A. E. Palmer, 12, Church Lane, Luton 4212-3. [2514]

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041 [0995]

LOW mileage 1948 Hillman Minx utility in first-class condition.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2576]

VAUXHALL 10

BRUTON'S, Ltd., offer: 1938 (July) Vauxhall 10 saloon, black, showroom condition replacement engine; £350. [2576]

14 Oster Mews, Emperor's Gate, S.W.7. Wes. 1242. [0937]

1940 Vauxhall 10 saloon, recent overhaul, sound and serviceable, indistinguishable from new, a real opportunity, £435; hire purchase; exchange; written guarantee. [5152]

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Boves [5152]

VEDARS GARAGE—All our used cars are carefully selected, tested and overhauled in our workshops before they are offered for sale, with 3 months' written guarantee and 2 free after-sale service. [5152]

1947 Vauxhall 10, black, 22,000 miles, one owner from new; £615. [5152]

CEDAR GARAGE, Lee Terrace, Lewisham, S.E.13. [5152]

1947 Vauxhall 10 saloon 10hp, genuine guaranteed mileage 14,000, coachwork, upholstery, carpets and tyres as new, spare unused, taxed to December 1950, only had basic petrol, colour black and chrome; £675.—Barrett, 'Delcusha', Corbridge, Northumberland. [2437]

VAUXHALL 12

OVERSEAS CARS, Ltd.

1948 Vauxhall 12 saloon, black; £775. [2736]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.7. Tel. Kensington 7475. [2736]

KENTISH & THOMSON, Ltd., offer:—

1947 (August) Vauxhall 12 saloon de luxe, black, brown interior, low mileage, one owner only; £600. [2500]

KENTISH & THOMSON, Ltd., 54-56, Wickham Rd., Shirley, Croydon, Spinkpark 3477-8. [1503]

1948 Vauxhall 12 saloon, black, 1949 Vauxhall 12 de luxe, 3-door, blue, radio, superb condition; written guarantee.—5 War. en St. W.1. Euston 4110 [19306]

VAUXHALL 12, January 1948, blue, brown upholstery, heater, one owner, low mileage; £750.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [2746]

1939 Vauxhall 12, genuine 16,000 miles, one owner, beautiful original condition; £485.—G. & R. Garages, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 4383. [15145]

1947 Vauxhall 12 saloon, black with brown interior, nice condition, any examination; £650.—Grove Garage & Motors, 322, Fore St., Edmonton, 10p. 261. [2515]

1948 Vauxhall 12 saloons, choice of two, one fitted many extras, both low mileage and ready for immediate use, trade and cash exchange, enquiries invited; car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [2587]

VAUXHALL 14

ROUNDABOUT offer:—

1939 Vauxhall 14hp saloon, in exceptionally nice condition; £465. [1925]

ROUNDABOUT GARAGE, Western Ave., Greenford, R. Midx., Wadlow 1071-5. [1925]

SIMPSON'S MOTORS offer:—

1946 Vauxhall 14, left-hand drive; £520. [1009]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903 [1009]

WADDINGTON MOTORS, Ltd., offer:—

1948 Vauxhall 14 saloon, condition as new; £775.—Fortune Green Rd., N.W.6. Ham. 2211. [2521]

GORDON CARS (LONDON), Ltd.—1947 Vauxhall 14 saloon, black, radio, heater, below. [1956]

GORDON CARS (LONDON), Ltd.—1946 Vauxhall 14 saloon, excellent offer.—Gordon House, 373, Euston Rd., N.W.1. Euston 611. [1956]

1938 Vauxhall 14 saloon; £835.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [1956]

1937 Vauxhall 14, G.O. 12, £625.—The Lee Garage (7th G.O.), Uxbridge, Middx. Tel. 122. [1949]

1947 (August) Vauxhall 14, in perfect condition, mileage under 12,000; £760.—Tel. Ewell 6025. [3006]

1938 Vauxhall 14, superior by far to usual model of that year, beautiful runner, good tyres, genuine; £335. [2521]

MAGDALEN MOTORS, 311, Trinity St., S.W.18. [10252]

1938 Vauxhall 14, new engine, very good order; £525.—Barrett Garages, 315, Finchley Rd., London N.W.3. Hampstead 221. [1190]

1948 Vauxhall 14 saloon, blue, fitted radio, heater, etc., one owner. [17190]

1947 (May) Vauxhall 14 saloon, colour black, one owner, mainline, as new, since new; £650.—Apply in first instance to Iron Bridge Service Depot, Ltd., Uxbridge Rd., Southall 2355. [2521]

NAYLOR & ROOT, Ltd.—1947 Vauxhall 14 saloon; Maroon, brown hide upholstery, low mileage, recommended; £675; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [2895]

VAUXHALL WYVERN & VELOX

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Wyvern, black; 2,000 miles; £895. [2576]

1949 Vauxhall Wyvern saloon, blue with grey cloth upholstery, H.M.V. radio, heater, spotlight, etc., 11,000 miles; £895. [2576]

SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner), Hillside 0024. [5138]

ALAN TAYLOR MOTORS, Ltd., offer

1949 Vauxhall Velox, 6,000 miles, first out of covenant; £915. [2258]

HIGH ST., Wandsworth, S.W.18. Tel. Putney 6431. [2258]

WADDINGTON MOTORS, Ltd., offer:—

1949 (June) Vauxhall Velox saloon, as new bargain; £875.—Fortune Green Rd., N.W.6. Ham. 2211. [2521]

1949 (July) Vauxhall Wyvern, black, new engine, car in perfect condition. [2521]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Glia. 2234. [12993]

WYVERN (November 1948), black, immaculate throughout; £825.—Campbell, Symonds, Wembley 6262. [2538]

GORDON CARS (LONDON), Ltd.—1949 Vauxhall G Wyvern saloon, blue, radio, heater, 4,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6111. [2521]

VAUXHALL Velox, saloon finished green, mileage 15,000, first registered May 1949; £525.—Jack Online & Co., Ltd., North Audley St., W.1. Mayfair 5242. [2547]

1949 Wyvern saloon, grey/fawn upholstery, 7,000 miles, one owner, excellent condition; £895.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [2653]

1949 (May) Vauxhall Wyvern saloon, black, fawn interior, one owner, low mileage, immaculate appearance, thoroughly recommended, written guarantee; £885; terms, exchange.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2653]

1949 Vauxhall Wyvern saloon, finished Alpaca green, grey cloth upholstery, fitted heater, sports wheel unused, one private owner, 7,000 miles; £875; trade enquiries invited.—B. G. Hunter, Ltd., Crickwell Road, N.W.2. Tel. Gadstone 6305. [2653]

VAUXHALL 25

LIMOUSINE 1935 Double Overhead Long-25hp Grosvenor, leather upholstery, exceptional throughout; £455. Seen: Ape & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [2506]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4/6, Berkeley Square, W.1. Grosvenor 4328. [0011]

GATEHOUSE offer: 1946 October Vauxhall 12hp saloon, one owner; £395. [2576]

GATEHOUSE offer: 1935 Vauxhall 14hp saloon, mechanically sound; £195. [2576]

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [2576]

HAMILTON MOTORS (LONDON), Ltd., 46, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers. [2576]

1949 Velox, black, low mileage, as new condition. [2576]

1937 Vauxhall 25, black, blue leather. [2576]

1939 Vauxhall 10, reconditioned engine, re-sprayed black. [2576]

1939 Vauxhall 14 in really outstanding condition throughout. [2576]

AWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhalls including beaters and motor cars. [1096]

BRAY MOTORS—£165: 1935 Vauxhall 27hp de luxe saloon, an excellent runner, in magnificent condition throughout; also 60hp at £145. [1317]

BRAY MOTORS, 180-184, West End Lane, N.W.4. [1317]

CAMDEN MOTORS—Vauxhall 10hp saloon de luxe, 1939, original black finish, clean leather interior, very sound mechanical order, unrepeatable at the price; £365. [2576]

CAMDEN MOTORS—Vauxhall 10hp saloon de luxe, 1938-9, in exceptional condition throughout, coachwork finished in fawn, spotless leather interior, engine rebored and sleeved, steering completely overhauled, brakes and clutch relined, whole car in tip-top order; £395. [2576]

CAMDEN MOTORS—Vauxhall 12hp saloon de luxe, original condition throughout, good mechanical order, 3 new Dunlops; £415. [2576]

CAMDEN MOTORS—Vauxhall 12hp saloon de luxe, 1948 genuine one owner low mileage car in condition throughout, Brand new, taxed half duty, fitted heater, etc.; £725. [2576]

CAMDEN MOTORS—Vauxhall 14hp saloon de luxe, 1939, thorough runner with good tyres, coachwork in fair condition only; worthy of special consideration at £225. [2576]

CAMDEN MOTORS—Vauxhall 14hp saloon de luxe, 1938, similar to above model but in infinitely superior condition, one very careful owner since new, stored 1941-1946, moderate amount of use since, engine maintained and serviced by Vauxhall distributors, tyres renewed beginning of this year; £255. [2576]

CAMDEN MOTORS—Vauxhall 14hp saloon de luxe, 1939 J-type model with clean coachwork and leather interior, especially recommended mechanically, having been used by one of our senior staff; attractive and highly desirable car; £425. [2576]

CAMDEN MOTORS—Vauxhall 14hp saloon, 1939, similar model to above but somewhat lower mileage, immaculate granite grey red, upholstery in spotless condition, road tyres excellent, spare unused; £475. [2576]

CAMDEN MOTORS—Vauxhall 14hp saloon de luxe, 1938, 14 hp, red, best of breed, one very careful owner since new, small mileage, original tyres in first-class condition, fitted high fidelity radio, Bosch super headlights and other extras; offered with a special written guarantee; £765. [2576]

CAMDEN MOTORS—Vauxhall 27hp Grosvenor 7-passenger long chassis limousine, 1935, with very sound black coachwork, clean leather upholstery front and rear division and face forward occasional seats, good engine, steering and brakes, recently overhauled, new Michelin tyres fitted, spotlamp and other extras; exceptional opportunity at the price; £289. [2576]

CAMDEN MOTORS—Vauxhall 25hp close coupled sports saloon, 1937, very smart modern looking car with clean leather interior, nice mechanical order but one wing somewhat blemished, excellent opportunity at the price; £215. [2576]

CAMDEN MOTORS—Vauxhall 25hp town and country, 1935, fawn, seven-seater, immaculate, finished in black with spotless dark blue leather upholstery front and rear, winding division and face forward seats, privately owned and unused for some time, full service and serviced almost regardless of expense; over £50 spent just recently on chassis maintenance and engine; whole car in really first-class order; £499. [2576]

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3.—Write for our post free fully priced catalogue of nearly 400 fully guaranteed used cars; easy and confidential hire purchase facilities, part exchanges, free delivery service, refund of petrol tax on 2,000 miles of motoring, refund of purchasers' fares from any part of the country; showrooms, "on 6 days a week till 8 p.m. [2576]

G 7-15, Peter St., Manchester, 2 (Bla. 5887), always have a fine selection of post-war Vauxhall models carrying full warranties and full service. [2576]

Vauxhall Cars Wanted

C THE CAR MART, Ltd. wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975]

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0994]

REQUIRE post-war Vauxhall urgently.—30, Ryecroft Rd. S.W.16. Tulse Hill 1298. (2781)

1949 Vauxhall Velox saloon required.—Turnbull, Ross House, Station Hill, Winchester. (2576)

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Ott. Titchfield St., W.1. Langham 0012. (2860)

COBURN & TAYLOR, urgently require all types of Vauxhall.—22, Conduit Mews, W.1. Amb. 6049.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 9003 8006

ALLEN low-mileage Vauxhall 10, 12 and 14hp cars. S. urgently wanted; write or call—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0083, 0029.

AMDEN MOTORS require to purchase Vauxhall 14hp, 1938-40, J type models, also Vauxhall 10s 1938-40, in good clean condition; write, call or tel., stating price required.

AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2581 & 3115. (4604)

HAMILTON MOTORS (LDN.), Ltd., Vauxhall 4hp dealers, urgently require Vauxhalls of all types.—48, Edgware Rd., London, W.2. Call, write or phone Paddington 0022. (0699)

Vauxhall Spares and Service

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14hp, 25hp and BYO models; stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with king pins and include shock absorber overhaul, 3 months guarantee; available for 10, 12 and 14hp DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your inquiries invited.

TRIANON.—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon. (0137)

BROADWAY MOTOR CO.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

BARBOCKS, differential units, front suspension units, engine spares, all types of Vauxhall spares.

BROADWAY MOTOR CO., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 2494/5/6. Stores: Liberty 2494/5/6. (0853)

CAC rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamo, starter, distributor, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). (0205)

EGHAM MOTOR CO. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. (0196)

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensbourne 2634.

REPAIRS Recondition, exchange suspensions complete, 10, 12, 14, 25hp, £15; DX, £17/10; 25hp, £23; Bedford, reconditioned gear boxes, shock absorbers.—Fri. 2847, 10, Winchester Mews, N.W.3. (0244)

VETERAN CARS

RENAULT, Phenix, Minerva, Brenannor, Cadillac, etc., for sale.

WELHAMS, Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1873. (0201)

VINTAGE CARS

1923 Rolls-Royce, Silver Ghost, utility saloon, good running order, everything working; £65.—Barnes, 35a, Leigham Ave., S.W.16. (2001)

TOURER, Newton-Clermont 1926 11hp, ohv engine, Bosch electric, aluminium body, excellent mechanical condition, good body line, double braking system, 4-speed, box hydraulic shocker, taxed and insured till Sept.; owner going abroad; best offer £65.—Box 6866. (2444)

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COLBORE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. (0375)

VOLKSWAGEN 1948 saloon, excellent condition throughout; a bargain, £375.—George Newman & Co., 369, Euston Rd., N.W.1. Euston 4466. (2844)

£285—Willis saloon 18hp, 1938, green, excellent condition throughout, a full 6-str. American car with an American performance, 25 mpg.—M.B. Motors, 356, New Cross Rd., London, S.E.14. Tideway 3779. (2236)

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1949 Wolseley 4/50 saloon, grey, grey leather, fitted wireless, as new.

1948 Wolseley 8hp saloon, black, brown leather upholstery, one owner, in excellent condition.

1947 Wolseley 12hp saloon, green with brown upholstery, one owner, carefully used.

1946 Wolseley 12hp saloon, black with brown leather upholstery, fitted heater, one owner.

LOW mileage Wolseleys are scarce, should your model not be in stock put your names on our used cars register for early notice.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (2757)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1947 Wolseley 12hp saloon, black, black leather, very excellent motor car; £355.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (0191)

BASIL ROY.

1949 Wolseley 4/50, small mileage, condition as new; £1,095.—161, Ott. Portland St., W.1. Tel. Langham 7753. (3051)

CAR MART, Ltd.

WOLSELEY Six-eighty 1949 saloon, 5,000 miles; £1,325.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (2596)

TOM GARNER, Ltd., offer:—

1949 Wolseley Six-Eighty saloon, maroon with brown leather, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. (2491)

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SEVERAL 4/50 Wolseley saloons; 1949 4/50 4-door de luxe model, in black, guaranteed 4,000 miles, as brand new; accept £1,050.

A LSO similar model in grey.

A LSO 4/50 model in maroon, recently fitted with all latest Wolseley improvements, including polished dashboard, door filets and improved type engine; accept £1,075.

JACK ROSE, Ltd., Stafford Rd., Wallington, Surrey. (3016)

PHILIP RICKARDS, Ltd., offer:—

1939 Wolseley 25hp saloon with division, excellent condition.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. (2565)

W. L. GROS & CO., Ltd. (Est. 1893) offer:—

1948 (June) Wolseley 8hp de luxe 4-door saloon, dark blue, brown leather upholstery, coachwork unscratched, tyres as new, 5,000 miles, one owner, taxed Dec. £725.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (2651)

£175 1935 Wolseley 9 saloon, attractive, clean car, good runner.—Fin. 3681. (3099)

5000 miles, 1949 (June) Wolseley 4/50 saloon, maroon.—Ernest Sutton, Cleve Hill (Glos.). (2669)

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348.

1946 Wolseley 12hp saloon, black, brown hide upholstery, low mileage, excellent order; £710.—Hassins Ladbroke 1155. (1277)

£425—De luxe model 14hp saloon, 1939, splendid condition, throughout.—Coupe, 1, Sloane Square, S.W.1. Sloane 0083. (7040)

BRAY MOTORS—£195—Wolseley 12 1933-6 model de luxe saloon, black-brown hide, recent recond. engine, good tyres, easy clean.

BRAY MOTORS, 180-184, West End Lane, N.W.6. (5173)

75 gns.—Wolseley 12, Dec., 1930, 4-door saloon, black, brown leather, good tyres, very good condition; terms, exchanged; owner—Lawton-Goodman. (1257)

395 gns.—Wolseley 14/50, Sept. 1939, de luxe 4-door saloon, black, sliding head, brown leather, one owner; terms, exchanged; list; open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6941. (2965)

FOR sale, 33 Wolseley Hornet Special tourer, excellent condition, careful owner; £160 or nearest.—E. Jones, 57, High St., Bideford Devon. (2758)

1938 Wolseley 14hp saloon, exceptional condition; £475 or near offer.—Ivory Garage, 37-41, Station Rd., Acocks Green, B'ham. Oak 0300. (3101)

£495—1939 14hp Wolseley saloon; exchanged; owner—purchase—Lawton-Goodman. (1255)

1937 Wolseley 14 saloon, N.W.2. Gladstone 2226. (1826)

WOLSELEY 1948 18 de luxe saloon, black, brown leather, excellent condition; £875.—George Newman, 369, Euston Rd., N.W.1. Euston 4466. (2846)

1937 Wolseley 14, excellent condition throughout, moderate mileage.—Lyne, Frank & Wagstaff Ltd., 3-5, Church End, High Wycombe 4401. (5959)

2 WOLSELEY 14, 1939, immaculate condition, indistinguishable from 1947 model; £495.—Brown & Cheetham, Auto. Engineers, Leeds. (2846)

3000 miles, 1947 Wolseley 6/80 saloon, maroon, leather upholstery, spotless condition.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952/4.

4/50 Wolseley saloon, black, brown leather, first registered July 1949, 9,000 miles; £1,175.—Jack Olding & Co., Ltd. North Audley St. W.1. Mayfair 5242. (2549)

1939 Wolseley 18hp saloon, our green, excellent condition, reconditioned engine and new tyres; £695.—John W. Whalley, London Rd., Bishop's Stortford, Tel. 181 and 182. (1948)

J. ARVIE & SONS, Ltd. offer the following: 1948 J. Wolseley 10, black, one owner, £765; also 23/12/47 registration Wolseley 8, black, £625.—Morris House, Morden Rd., S.W.19. Liberty 6636. (3104)

£495—1938 Wolseley 14 de luxe saloon, black, brown leather upholstery, 5,000 miles since new engine fitted, 5 very good tyres, in immaculate condition throughout; terms, exchanged.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0559-2619. (2093)

1937 Wolseley 14 saloon, just reconditioned grey and blue, appearance indistinguishable from new, perfect mechanical order, an outstanding car in every way; inspection and trial welcomed; £395.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.

Wolseley Cars Wanted

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (1096)

EUSTACE WATKINS, Ltd. as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseleys.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (5963)

CASH immediately for good Wolseley.—H. F. Edwards, 154, Ott. Titchfield St., W.1. Langham 0012. (2861)

WANTED 1938-39 Wolseley 12hp saloon.—Vanderella, 215, Haverstock Hill, N.W.5. Prim. 4441.

JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (4928)

BLAKES, Wolseley distributors, will purchase any non-Corvair Wolseley car.—110, Bond St., Liverpool. 1. Tel. Royal 6622. (7737)

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. (1764)

Wolseley 4/50 Cars Wanted

Wolseley 6/80 Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434.

W **JACOBS & SON.**

WE specialise in spares and repairs for all models of Wolseley cars.

JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.19. Wantstead 0660. (0485)

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 5240. (0707)

FOR Wolseley mudguards, running boards, 1935-40, Brooks, 85, Queens Rd., Brighton. (0596)

FOR Wolseley service consult the Wolseley specialists.—W. 40, Mason & Co., 2, Ley St., Ilford. (0473)

R **HARDY & SON**, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley cars models. (1957)

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EVERY car guaranteed for 3 months.

1937/8 M.G. 18hp sports saloon, reconditioned in black natural hide upholstery, as thorough with magnificent performance £360 or £120 deposit.

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1939 This car has recently been resprayed in old ivory, new hood, 5 practically new tyres, engine overhauled, an immaculate car of splendid appearance; £390, or £90 deposit.

WILL you please note that any of the above cars can be demonstrated to you at your own home if you are living within 30 miles of Ilford.

PLEASE telephone you; enquiry.

ANY car, motor cycle or van taken in part exchange.

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ROBBINS 98 Upper Richmond Rd., Putney, always sell good cars; send for list; established 27 years.

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MARBLE

ARCH

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PARAMOUNT MOTORS, 114, Tottenham Court Rd., W.1 Euston 7505 and 3526. (6347)

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MACDALE MOTORS will pay really good prices for pre-war cars in excellent condition.

MACDALE MOTORS, 311, Trinity Rd., S.W.18. Tel. 5575.

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8 and 10hp cars, 1938 onwards, wanted.—Full details to Jennings Bros. Motors, Ltd., Sutton Coldfield.

URGENTLY required, post-war cars, all makes.—Carris Motors, Ltd., Lewisham Bridge, S.E.15. Lee. (2295)

WANTED, 1938/9/40 Ford 8hp, very urgent; cash waiting.—135, High St., South. East Ham, E.6. Grange 5530. (17036)

PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return.—Stockwell Rd., S.W.9. Pri. 6251. (0734)

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (2006)

CASH offered for good used cars: 8-14hp 1937-48 models, immediate cash payment, hire purchase accounts settled.—George Clark (Motors), Ltd., 78, Brixton Hill, S.W.2. Tulse Hill 3211. (2324)

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. (0547)

9-6 p.m. each week-day including Saturday.

1. The first part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as $t \rightarrow \infty$. It is shown that the solutions of the system (1) tend to zero as $t \rightarrow \infty$ if and only if the matrix A is Hurwitz. This result is proved by the method of the variation of constants.

JACK OLDING, of Mayfair, the official retailers, are in a position to offer new Bentley and Rolls-Royce cars for early delivery. Audley House, North Audley St., W.1. Mayfair 5242. [0017]

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JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.
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NOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 3 Woodlands Rd., Glasgow, G.3. Tel. Douglas 7598. [0732]

CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., Bullock House, Albermarle St., London, W.1. Regent 7121. [0326]

CHEVROLET
DISTRIBUTORS for London and Home Counties require—Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5988. [2175]

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G. NORMAN & CO.
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SHOWROOMS, spares and service, 50, Vauxhall Bridge Road, S.W.1. Victoria 7611/6. [0637]

C. A. PETO, Ltd., 42, North Audley St., W.1. Mayfair 3051. [3825]

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne & Sons, Ltd., established 1926).
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HEAD office, 22, Park St., W.1. [6494]

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EARLY delivery of the new yellow Sports.—Harcourt Motors, Chandos Lane, Lexington Spa, Tel. 1904.
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C. A. PETO, Ltd., for all Ford models and service.—42, North Audley St., W.1. Mayfair 3051. [3825]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Ford Rd., Folkestone, Folkestone 5122 (2 lines). [0098]

FRAZER NASH
REQUESTS for literature and information in respect of the Frazer Nash, Le Mans Replica, Fast Roadster four-door cabriolet and the little Miglia models should be addressed to A.P.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [4165]

HEALEY
SILVERSTONE latest model; Healey sports 2-seater available for immediate delivery; list price, plus purchase tax from Northampton Motor Services, Ltd., Northampton Tel. 2862. [0063]

H.R.O.
HAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties.—Sales and service in Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9309]

HUDSON
ARNOLDS, of Manchester, for Hudsons.—William Arnold, Ltd., Upper Broad St., Manchester. Ardwick 4361-7. [0317]

HUMBER
BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412]

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SPECIALISED sales, service and spares available.—Sackville House, 40, Piccadilly, W.1. Regent 0640. [3368]

HAROLD RADFORD & Co. Ltd.,
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SALES and Service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). [0017]

KINGSTON-ON-THAMES main agents for Javelin, Javelin and Bradford vans.—G. W. Wilkin, Ltd., Weston Park, Kingston 2241-2. [6820]

WIMBUSH & Co., Ltd., Headford Place, S.W.1, offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0151. Slane, Abbey 6898. [0302]

KAISER FRAZER
KAISER FRAZER concessionaires for Great Britain. Parts and service.—Steele Griffiths & Co., Ltd., Camberwell Green, S.E.5. Rodney 2201-6. [0302]

LAGUNA
LATEST type Laguna available for early delivery.—Jack Oiding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [2546]

LAO TALBOT
CONTINENTAL CARS, Ltd.—Sole Concessionaires Gt. Britain and parts of the world for these famous cars with Saatchi & Co. Ltd. as agents.
PORTSMOUTH RD., Send, Surrey. Tel. Ripley 3122-3. [19692]

LANCIA
ARNOLDS of Manchester, main agents for Lancia.—Wm. Arnold, Ltd., Upper Broad St., Manchester. Ardwick 4261-7. [0670]

LEA-FRANCIS
CARDIFF—Glamorgan and Monmouthshire distributors for the new Lea-Francis; enquiries invited to—**C. L. FIELD LAWRENCE**, 2, City Rd., Cardiff. Tel. 839. [0556]

WEST Yorkshire distributors of Lea-Francis cars.—Marshall's (Hallifax), Ltd., Kings Cross Rd., Hallifax. Tel. 5044. [0470]

LLOYD
LOYD—For earliest delivery and expert service.—Westcombe Motors, Ltd., Imperial Garage, Westminster, London, W.1. Tel. 4174. [0114]

LOYD distributors for the West Riding of Yorkshire.
L. The Headingley Motor & Engineering Co., Ltd., 1, The Headingley, Leeds, 6. Tel. Leeds 52627-8. [0321]

MORGAN
MORGAN 4/4—Book now for earliest delivery: full specification on request.—Tourists (London), Ltd., Distributing Agents, Gt. North Rd., East Finchley Station, N.2. Tudor 3201-2. [0155]

OLDMOBILE
DISTRIBUTORS (RAWLANCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882]

PEUGEOT
TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly W.1. May. 5383. [0015]

RENAULT
RENAULT—Distributors for Birmingham.—Henry Garper Ltd., Showrooms: 221, High St., Deritend, 12, Works: 120, Alcester Rd., Moseley 13. [0008]

C. A. PETO, Ltd., for Riley models and service.—42, North Audley St., W.1. Mayfair 3051. [3827]

RILEY distributors, Wembley and district.—Your enquiries invited.—Montrose Motors, Wembley 3636. [0031]

ROLLS-ROYCE
CAR MART, Ltd.
OFFICIAL Retailers.

ROLLS-ROYCE Silver Wraith touring limousine, coachwork by H. J. Mulliner & Co., Ltd.; finished black.
ROLLS-ROYCE Silver Wraith touring saloon, coachwork by H. J. Mulliner & Co., Ltd.; colour to customer's wishes.

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DAVID ROSENFELD Ltd.
OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 76, Deansgate, Manchester.
PHONE Blackfriars 4942.

SERVICE station, Chesham Hill Rd.
MANCHESTER, 8, Tel. Blackfriars 2302. [0561]

ROLLS-ROYCE—William Arnold, Ltd., Upper Broad St., Manchester, 3 agents and specialists. [0664]

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0446]

RIPPOY BROS., Ltd., the largest Rolls-Royce & Bentley distributors offer early delivery of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros. Ltd., Huddersfield 6340. [0248]

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HENLYS, England's Leading Motor Agents.
ROVER distributors.

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HENLY House, 395, Euston Rd., N.W.1. Euston 4444. [0154]

COMBES & SONS (GUILDFORD), Ltd., for Rover sales and service.
MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [4273]

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district.—Spares and service. Tel. Vicland 4444. [3685]

CONVENT ROAD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5456. [0296]

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists. Alexandra Rd., Plymouth. Tel. 5055. [0901]

STANDARD and Triumph—Carrs Auto Sales, distributors for Croydon-Purley area, Croydon 6088. [0026]

K. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0020]

STUDEBAKER
STUDEBAKER DISTRIBUTORS, Ltd., 364, Euston Rd., N.W.1. Euston 4444. Spares for all models Hawley Cres., Camden Town. Gul. 4141. [0090]

TRIUMPH
C. A. PETO, Ltd., for Triumph models and service.—42, North Audley St., W.1. Mayfair 3051. [3828]

METROPOLIS GARAGES, Ltd., the Triumph cars, can accept limited number of orders for Mayflower and Renault car; Triumph service specialists.—1-31, MacLure Rd. (Olympia), W.14. Sha. 5285-6-7. [0599]

Vauxhall cars—Shaw & Kilburn, Ltd., Showrooms.—6, Berkeley Sq., W.1. Grosvenor 4328. [0019]

PARTS and service: Western Av., W.3. Acorn 4641. [0019]

MISCELLANEOUS CARS
ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from their distributors, Routes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012]

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RENT a new car.
DRIVE yourself.

CONTINENTAL touring.
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SELF-DRIVE specialists, for dependable Austins from 1935-1950.—Manuel Rd., S.W.19. Wimbledon 5634. [0072]

SCOTT CARS, 347, Finchley Road, N.W.3. Tel. Hampstead 7779 and 8676. [1176]

DRIVE yourself, London's lowest rates.—Fisher & Hire 4, Cadogan Gdns., S.W.3. Sloa. 4791. [0399]

DRIVE yourself, £35 monthly.—Ramsted Bros., 10, Road Garage, Gloucester. Tel. 22055 [0449]

1939—Blomfield Mews, W.2. Cunningham 2284.
SELF-DRIVE hire, inclusive terms, first-class vehicles. Smith & Hunter 376 Kensington High St., W.14. Western 2512. [1947]

SELF-DRIVE and chauffeur-driven modern cars.—Central Motors (Pad.), Ltd., 11, Harrow Rd., W.2. Pad. 0766 and For 5691. [0458]

IRISH touring, hire it and drive it: the 1950 Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [2683]

A.L.W.S. phone Macaulay 3363 for self-drive or chauffeur-driven hire.—Geo Cars Ltd., (opposite Station), Tel. Slough 20501. [0132]

AROLD R. HILLS GARAGE—Garage accommodation, self-drive, high-class car hire.—3-5, Ennals Rd., Mews, S.W.7. Kensington 4020. [6148]

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432). [0679]

OVERSEAS tourists, modern, self-drive cars may be hired from Self Motoring, Ltd., Alveston Mews, Queens Gate, S.W.7. Tel. Baywater 8229. [2363]

LIVERPOOL—Ideal centre for touring, a new car, hire from Frontax Self-Drive Hire Service, home and overseas hire specialists, 204, Breck Rd., Liverpool. [0652]

IRELAND—Drive yourself or with chauffeur, new cars, hire from Frontax Self-Drive Hire Service, home and overseas hire specialists, 204, Breck Rd., Liverpool. [0652]

ROYAL GARAGE for service.—Chauffeur-driven or self-drive yourself; Humber limousines and new 10-18hp cars.—Victoria, S.W.1. [0445]

WELCOME overseas visitors, new self-drive or chauffeur-driven cars, hire from Wilson's Car Hire Services, Ltd., Trinity Gdns., S.W.9. Brixton 4011. [0512]

DRIVE yourself a modern car: overseas visitors a speciality.—Northfields Garages, Ltd., Cranmer Works, Cranmer Ave., Ealing, W.15. Ealing 5688, and Balham 2072. [2815]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war E 8 and 10hp Forda, £15/15 week, £30 14 days, no mileage charge.—Bri 5532, 290, Milkwood Road, Herne Hill, S.E.24. [0656]

Vauxhall self-drive cars from £1/5 per day, A.A. and R.A.C. membership; Continental touring, overseas visitors.—Synchro Garage, Ltd., 1, Peterham Mews, S.W.8. Western 1108. [0636]

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6D, per mile drive-yourself hire; minimum 30/- per day inclusive of insurance; modern Austin and Morris cars; tariff on request.—South Kensington Motor Service 2, Rees Mews, S.W.7. Ken. 1004. [0450]

POST-WAR self-drive cars from £1/5 per day, or 10/- per week, special facilities for overseas visitors.—S. P. (Balham), Ltd., 2c, Balham Hill S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [5058]

1949 Forda, 25/- per day; Austin A40s and 1947 12/5 35/- a day; 1947 Austin 10's and Minis 30/- a day; also post-war chauffeur-driven cars.—Alliance 29, Burne St., N.W.1. Pad. 2646/6801. [0318]

SELF drive hire, post-war cars, attractive rates, long or short period, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Museum 8366 or Leacham 0112. [0450]

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur-driven, all-night service; also self-drive 1948-49 Austins.—12-16, Bourdon St., Berkeley Square, W.1. Mayfair 9889. [0084]

SELF-DRIVE.—Coming on leave, visiting Britain? Keenest long-term rates, specialised service, modern fleet. Motoring for all, pleasure, business use.—Home & Overseas Motors 160, Finchley Rd., N.W.3. Hampstead 0087-8-9.

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J. DAVY.—Over 120 1948-50 self-drive 8-16hp cars, from 27/6 per day; benefits of A.A. and R.A.C. membership, special facilities, new cars for visitors to Britain and Continent.—Lovan Place, Earls Court Rd., Kensington, W.8. Western 1225 (4 lines). [0401]
OVERSEAS visitors.—A fleet of new Austin and A40 saloons available for hire at Drivenhire Cars Ltd., Smithfield Garage, Birmingham. Tel. Mid. 4577; Jewsbury's Motors, Salford, Manchester. Tel. Blackfriars 5379 and Kingsway, Newport, Mon. Tel. 2253. [0211]
DRIVE YOURSELF HIRE CO. (LONDON), Ltd.—£1 per day periods; no restrictions for holidays, home or continental touring, business purposes, etc.; tariff on request.—Booking Offices (personal callers), 16, Finsbury Park Rd., N.4, Can. 1131/2, and Chester Close, rear of 24, Grosvenor Place, S.W.1. Slo. 9944. [0507]

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ROWLAND SMITH will quote for your car in part exchange.—Parties, and list on request.
HIRE purchase financed by ourselves; delivery same day; no references, no enquiries; cash refunded on exchanges.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube), Open 9-7 week-days, Sat. Ham. 6041.
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60/-—Absolutely new, guaranteed, 6v car batteries; 12v 26, most sizes available (ready for service). carr. extra.—Unwins Auto-Spares, London. [9676]
55/-—Brand new 6-volt starter batteries. 12-volt £29/6, guaranteed 18 months; carriage extra. Witham's Motor and Auto, 13, Balham High St., S.W.12. Battersea 3280, 3769. [0828]

ROGERS BATTERY & ELECTRICAL SERVICE CO., Ltd. starter battery specialists; replacing all types, immediate exchange service, new batteries, collection and delivery.—Fortis Green, East Finchley, N.4. Tudor 4534.
12v full 75 A.H. heavy duty Exide batteries, separate cells built into hardwood case; constructed to finest specification; new, dry and uncharged, finish of war contract; £57/6; delivery including most useful heavy packing. [0828]

TEDDINGTON ENGINEERING CO., Ltd. 29-31, High St., Teddington, Middx. Kin. 1193-4. [7197]

EX-W.D. batteries (new) full capacity, makers Oldham Youngs, 10, Longmead, Ashton, Lancs. Tel. 249. 6x4in. 24in. 75/- each, plus 5/6 carriage and packing; also Austin 7, Oldham Youngs, at £2/16/6 each, plus 5/6 carriage and packing.—White, 174, Hook Rd., Surbiton, Elm. 2515. [1293]

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BRAKE cables reconditioned as new; trade enquiries invited, send damaged and worn cables for quotation.—A. J. Brown, 10, East St., Works, Dart St., London, W.10. Ladbroke 3841. [0014]

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GARAGES and filling stations for sale and wanted.

EXTENSIVE list of active enquiries; valuations for all purposes.
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LONDON, N.1. Spacious garage premises with 14,000 sq ft covered area and 5,000 sq ft uncovered, detached house, pumps, usual equipment, long lease; price £5,000.
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FURTHER particulars of above and other garages available from Gladding, Son & Wing as above. [2419]

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GARAGES, motor businesses.—John Swait & Sons, Ltd., 34, The Mall, London, W.5 (Ealing 2866), have numerous vendors and purchasers; clients' instructions and purchasers' enquiries invited. [0612]

WARE, Herts.—Old-established garage in main street on main Cambridge-Newmarket road, for sale as a going concern; £4,000 freehold and fixtures; s.a.v. Apply Lee & Co., High St., Tel. 81. [1249]

FREEHOLD garage with bungalow, Cornwall, main A30 3 miles county town, exceptionally well equipped, agencies held, turnover £12,585; urgent personal reasons compel sale; sacrifice, £3,500, includes tools and plant, s.a.v. Box 5411. [1495]

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EAST Kent.—Popular residential district, garage, service station with garage, 3 pumps, saloonette, 1,400 weekly, fully equipped workshop for 8, showroom, forecourt; residential accommodation of 5 rooms, 100ft main road frontage; frontage £10,000.—Apply Church, Howard Hills, Ltd., Motor Trade Valuers & Garage Agents, 39, New Rd., Richmond, Surrey, Tel. Ric. 3090.

HANTS.—Coast road filling station with bungalow, good pump, 3 pumps, workshop with service equipment; freehold £6,000; another with detached house, garage for 8, 3 pumps, snack bar, 1/2 acre site; freehold £3,750.—Apply Church, Howard & Hills, Ltd., as above. [2788]

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GODDARD & SMITH are requiring on behalf of numerous buyers garages and filling stations in London area or provinces for going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). [0291]

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CAMSHAFTS rebuilt and reground to original profile, valves, seatings, rockers and rocker shafts reconditioned.—Leonard Reece, Beeches Avenue, Carnarvon, Wallington, 2668. [4521]

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STROMBERG carburetors.

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SOLE distributors.

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BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorized main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525]
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P. PASCALL (GUILDFORD), Ltd., Central Buildings, North St., Guildford, Tel. 2274-5. [0555]
SOLEX carburetors.—Lambert, Ltd. (est. 40 years) are a major service station for Solex carburetors and have in stock all types from 1932 onwards.—Standard House, Southend Rd., Woodford Green, Wan. 0125 (6 lines). [2606]

PRESTART Lubricator, although designed to prevent piston and cylinder bore wear, has proved its value in improving mpg by up to 15% with better performance.—Leads from Starting Lubricators, Ltd., 7-9, Clarence St., Richmond, Surrey, Richmond 3595-6.

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REFLECTORS resilvered (1/- per in diameter); 24 hours' service; chrome, cadmium, etc.—Glossolux Plating Co., Ltd., Gloucester. [2519]
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COOPER MOTOR BODIES, 253, Putney Bridge Rd., S.W.15.
OUR stock of bodies is considerable and varied; your enquiries invited; bodies bought; Cooper's patent roof carrier mounted on rubber, no drilling; £2/15.—Tel. Putney 7548. [00354]
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COMMERCIAL bodies, specially designed for customers requirements, finest workmanship and reasonable cost with favourable deliveries.—Real (Coachbuilders), Ltd., 1, Pops Lane, Ealing, W.5. Tel. Ealing 4244 10116
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ALUMINIUM sheeting, 6ft x 3ft, 22 ga. 26s 18s 39/6; a duralumin, 20/-, 35/-; other gauges, sizes, angles, mouldings and channels; sheeted, bucked, steel, light steel, 22/6; trimmed with black or brown rexine, 65/-; folding back, 67/6; light alloy bucket seats (24/10); 45/-; trimmer, rexine, Dux, light steel, 105/-; 105/-; extra, Dunlopillo cushion, 6in. round back, 105/-; 11in. square, 22/6; trimming materials, rexine, from 12/6 yd; topping, light 18/6; best 25/-; best hood duck, black, 72in. 30/-; 32in. mohair and sports hoods; postage, carriage extra.—Derrington, 159, London Rd., Kingston 5621-2. [1842]

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BODY wanted, with trimming, for 1935 Riley 14; trim and damage acceptable; would consider complete car.—Box 5618. [2606]

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OFFICIAL stockists of Wellworthy pistons, liners, rings.—Byron 5166.
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EXCELSIS (ENGINES & GEARS), Ltd., Excelesia Works, Gogmore Lane, Chertsey, Surrey, Tel. Chertsey 3569. [0188]

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ALUMINIUM cylinder heads for performance and economy.—Austin 45/10, £25/10; Silverton, £25/10; Austin 8, £10/8; Ford 8 and 10, Morris 8, £5/16/6; Series E, £6/12/6.—Derrington, 159, London Rd., Kingston 5621-2. [4310]

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EXTRA heavy duty air-cooled 12-volt ignition coils at a clearance price of only 12/6 each.—Peter South, High St., Mole Valley, Surrey. [1446]

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FORD V8 Mercury engines, 3.5/16in bore, 100 bhp. RECONDITIONED, block assembly, incl. flywheel, clutch inlet man, cyl. heads, water pumps; three months' guarantee; ex work £57/10; exchange £47/10. S. drive, but not reconditioned throughout; as reconditioned, require reboring, complete with full set new genuine Ford .04 pistons and rings; ex works £25; exchange £20.
LSO dyn., starters, distributors, carburetors, fuel pumps, on exchange or outright sale; reconditioned 30hp 3.5/16in bore Canadian and British engines; ex works £45; assemblies as above; exchange £35.
P. HARRIS, Ltd. (COACHBUILDERS), Ltd., Mere, near Knutsford, Tel. Bucklow Hill 2251/2. [2381]
HUMBER Super Snipe £25; Hummel Minx £25; Talbot 10hp, £25.
THE Humber Specialists, Badfield Garage, Maripit Lane, Coulsdon, Surrey, Uplands 9637. [8646]
INVICTA dismantled 44-litre engine complete except for accessories; £20; see London.—Box 5487, 1600 Oldsey 11th Sep Series 2, 1937, complete, reconditioned.—White Hart Garage, St. Austell, Cornwall. [1616]
200 new and reconditioned engines for most popular makes.—Robert Lilley, Rideway Rd., London, S.W.9. Brixton 3372. [06227]
BEARDS of Kingston, 102, London Rd., Kingston-on-Thames, Tel. Kingston 3548. [0407]
EUSTACE WATKINS, Ltd. Chelsea Manor St. sole London distributors Weyley cars, exchange engines stored for all models; any make of engine reconditioned, reconditioned, reconditioned.
KEVIN COURT GARAGE, Ltd. 40-42 Kensington Park Rd., W.11. Park 6456.—Reconditioned engines for all makes, Standard 12 and other popular makes, also general overhauls and repairs. [02339]
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MASCOIT RECONDITIONED ENGINE UNITS for Morris 8hp replacement engine units, bench tested and fully guaranteed, send for specification and details of exchange service.—311, Greenford Rd., Middlesex. Waxlow 1925. [04010]

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2 **EDDINGTON ENGINEERING CO. Ltd.**, 29-31, High Street, Eddington, Middx. K. 1193-4. (7139)

3 **COVENTRY-CLIMAX** 4-cylinder, water-cooled engines, complete with latest vertical Lucas magneto, Zenith carburettor, Burgess air cleaner, brand new 1948-9 Young's, 32, Tooting Bec Rd., S.W.17, Balham 7791. (10492)

4 **USIN 7**, exchange reconditioned engines 5-bearing, 1000-2-bearing, 227/10; Morris 8, 425; engines forwarded before return of old engine against returnable deposit. - **H. & H. Motors**, Biggles Corner, South Mimms, Herts. Box 111115. (1254)

5 **EXCHANGE** engine service to the trade; Austin, Ford, Morris, Hillman, all models, ex-stock, fully reconditioned and guaranteed; exchange and outright sale. - **Capital Garage & Eng. Co. Ltd.**, 14, Princess Rd., Moss Side, Manchester, 14, Tel. Mos. 1752. (10274)

6 **FORD V.8-22hp** exchange engines (all units) sleeved through shaft, ground standard undersize and rebuilt throughout 6 months' guarantee; 422; fixing or delivery service if required. - **Blackburn Auto Service**, 41, Darlington Rd., West Norwood, S.E.27. Tel. Gipsy Hill 3539. (10505)

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270hp, 272hp, 274hp, 276hp, 278hp, 280hp, 282hp, 284hp, 286hp, 288hp, 290hp, 292hp, 294hp, 296hp, 298hp, 300hp, 302hp, 304hp, 306hp, 308hp, 310hp, 312hp, 314hp, 316hp, 318hp, 320hp, 322hp, 324hp, 326hp, 328hp, 330hp, 332hp, 334hp, 336hp, 338hp, 340hp, 342hp, 344hp, 346hp, 348hp, 350hp, 352hp, 354hp, 356hp, 358hp, 360hp, 362hp, 364hp, 366hp, 368hp, 370hp, 372hp, 374hp, 376hp, 378hp, 380hp, 382hp, 384hp, 386hp, 388hp, 390hp, 392hp, 394hp, 396hp, 398hp, 400hp, 402hp, 404hp, 406hp, 408hp, 410hp, 412hp, 414hp, 416hp, 418hp, 420hp, 422hp, 424hp, 426hp, 428hp, 430hp, 432hp, 434hp, 436hp, 438hp, 440hp, 442hp, 444hp, 446hp, 448hp, 450hp, 452hp, 454hp, 456hp, 458hp, 460hp, 462hp, 464hp, 466hp, 468hp, 470hp, 472hp, 474hp, 476hp, 478hp, 480hp, 482hp, 484hp, 486hp, 488hp, 490hp, 492hp, 494hp, 496hp, 498hp, 500hp, 502hp, 504hp, 506hp, 508hp, 510hp, 512hp, 514hp, 516hp, 518hp, 520hp, 522hp, 524hp, 526hp, 528hp, 530hp, 532hp, 534hp, 536hp, 538hp, 540hp, 542hp, 544hp, 546hp, 548hp, 550hp, 552hp, 554hp, 556hp, 558hp, 560hp, 562hp, 564hp, 566hp, 568hp, 570hp, 572hp, 574hp, 576hp, 578hp, 580hp, 582hp, 584hp, 586hp, 588hp, 590hp, 592hp, 594hp, 596hp, 598hp, 600hp, 602hp, 604hp, 606hp, 608hp, 610hp, 612hp, 614hp, 616hp, 618hp, 620hp, 622hp, 624hp, 626hp, 628hp, 630hp, 632hp, 634hp, 636hp, 638hp, 640hp, 642hp, 644hp, 646hp, 648hp, 650hp, 652hp, 654hp, 656hp, 658hp, 660hp, 662hp, 664hp, 666hp, 668hp, 670hp, 672hp, 674hp, 676hp, 678hp, 680hp, 682hp, 684hp, 686hp, 688hp, 690hp, 692hp, 694hp, 696hp, 698hp, 700hp, 702hp, 704hp, 706hp, 708hp, 710hp, 712hp, 714hp, 716hp, 718hp, 720hp, 722hp, 724hp, 726hp, 728hp, 730hp, 732hp, 734hp, 736hp, 738hp, 740hp, 742hp, 744hp, 746hp, 748hp, 750hp, 752hp, 754hp, 756hp, 758hp, 760hp, 762hp, 764hp, 766hp, 768hp, 770hp, 772hp, 774hp, 776hp, 778hp, 780hp, 782hp, 784hp, 786hp, 788hp, 790hp, 792hp, 794hp, 796hp, 798hp, 800hp, 802hp, 804hp, 806hp, 808hp, 810hp, 812hp, 814hp, 816hp, 818hp, 820hp, 822hp, 824hp, 826hp, 828hp, 830hp, 832hp, 834hp, 836hp, 838hp, 840hp, 842hp, 844hp, 846hp, 848hp, 850hp, 852hp, 854hp, 856hp, 858hp, 860hp, 862hp, 864hp, 866hp, 868hp, 870hp, 872hp, 874hp, 876hp, 878hp, 880hp, 882hp, 884hp, 886hp, 888hp, 890hp, 892hp, 894hp, 896hp, 898hp, 900hp, 902hp, 904hp, 906hp, 908hp, 910hp, 912hp, 914hp, 916hp, 918hp, 920hp, 922hp, 924hp, 926hp, 928hp, 930hp, 932hp, 934hp, 936hp, 938hp, 940hp, 942hp, 944hp, 946hp, 948hp, 950hp, 952hp, 954hp, 956hp, 958hp, 960hp, 962hp, 964hp, 966hp, 968hp, 970hp, 972hp, 974hp, 976hp, 978hp, 980hp, 982hp, 984hp, 986hp, 988hp, 990hp, 992hp, 994hp, 996hp, 998hp, 1000hp, 1002hp, 1004hp, 1006hp, 1008hp, 1010hp, 1012hp, 1014hp, 1016hp, 1018hp, 1020hp, 1022hp, 1024hp, 1026hp, 1028hp, 1030hp, 1032hp, 1034hp, 1036hp, 1038hp, 1040hp, 1042hp, 1044hp, 1046hp, 1048hp, 1050hp, 1052hp, 1054hp, 1056hp, 1058hp, 1060hp, 1062hp, 1064hp, 1066hp, 1068hp, 1070hp, 1072hp, 1074hp, 1076hp, 1078hp, 1080hp, 1082hp, 1084hp, 1086hp, 1088hp, 1090hp, 1092hp, 1094hp, 1096hp, 1098hp, 1100hp, 1102hp, 1104hp, 1106hp, 1108hp, 1110hp, 1112hp, 1114hp, 1116hp, 1118hp, 1120hp, 1122hp, 1124hp, 1126hp, 1128hp, 1130hp, 1132hp, 1134hp, 1136hp, 1138hp, 1140hp, 1142hp, 1144hp, 1146hp, 1148hp, 1150hp, 1152hp, 1154hp, 1156hp, 1158hp, 1160hp, 1162hp, 1164hp, 1166hp, 1168hp, 1170hp, 1172hp, 1174hp, 1176hp, 1178hp, 1180hp, 1182hp, 1184hp, 1186hp, 1188hp, 1190hp, 1192hp, 1194hp, 1196hp, 1198hp, 1200hp, 1202hp, 1204hp, 1206hp, 1208hp, 1210hp, 1212hp, 1214hp, 1216hp, 1218hp, 1220hp, 1222hp, 1224hp, 1226hp, 1228hp, 1230hp, 1232hp, 1234hp, 1236hp, 1238hp, 1240hp, 1242hp, 1244hp, 1246hp, 1248hp, 1250hp, 1252hp, 1254hp, 1256hp, 1258hp, 1260hp, 1262hp, 1264hp, 1266hp, 1268hp, 1270hp, 1272hp, 1274hp, 1276hp, 1278hp, 1280hp, 1282hp, 1284hp, 1286hp, 1288hp, 1290hp, 1292hp, 1294hp, 1296hp, 1298hp, 1300hp, 1302hp, 1304hp, 1306hp, 1308hp, 1310hp, 1312hp, 1314hp, 1316hp, 1318hp, 1320hp, 1322hp, 1324hp, 1326hp, 1328hp, 1330hp, 1332hp, 1334hp, 1336hp, 1338hp, 1340hp, 1342hp, 1344hp, 1346hp, 1348hp, 1350hp, 1352hp, 1354hp, 1356hp, 1358hp, 1360hp, 1362hp, 1364hp, 1366hp, 1368hp, 1370hp, 1372hp, 1374hp, 1376hp, 1378hp, 1380hp, 1382hp, 1384hp, 1386hp, 1388hp, 1390hp, 1392hp, 1394hp, 1396hp, 1398hp, 1400hp, 1402hp, 1404hp, 1406hp, 1408hp, 1410hp, 1412hp, 1414hp, 1416hp, 1418hp, 1420hp, 1422hp, 1424hp, 1426hp, 1428hp, 1430hp, 1432hp, 1434hp, 1436hp, 1438hp, 1440hp, 1442hp, 1444hp, 1446hp, 1448hp, 1450hp, 1452hp, 1454hp, 1456hp, 1458hp, 1460hp, 1462hp, 1464hp, 1466hp, 1468hp, 1470hp, 1472hp, 1474hp, 1476hp, 1478hp, 1480hp, 1482hp, 1484hp, 1486hp, 1488hp, 1490hp, 1492hp, 1494hp, 1496hp, 1498hp, 1500hp, 1502hp, 1504hp, 1506hp, 1508hp, 1510hp, 1512hp, 1514hp, 1516hp, 1518hp, 1520hp, 1522hp, 1524hp, 1526hp, 1528hp, 1530hp, 1532hp, 1534hp, 1536hp, 1538hp, 1540hp, 1542hp, 1544hp, 1546hp, 1548hp, 1550hp, 1552hp, 1554hp, 1556hp, 1558hp, 1560hp, 1562hp, 1564hp, 1566hp, 1568hp, 1570hp, 1572hp, 1574hp, 1576hp, 1578hp, 1580hp, 1582hp, 1584hp, 1586hp, 1588hp, 1590hp, 1592hp, 1594hp, 1596hp, 1598hp, 1600hp, 1602hp, 1604hp, 1606hp, 1608hp, 1610hp, 1612hp, 1614hp, 1616hp, 1618hp, 1620hp, 1622hp, 1624hp, 1626hp, 1628hp, 1630hp, 1632hp, 1634hp, 1636hp, 1638hp, 1640hp, 1642hp, 1644hp, 1646hp, 1648hp, 1650hp, 1652hp, 1654hp, 1656hp, 1658hp, 1660hp, 1662hp, 1664hp, 1666hp, 1668hp, 1670hp, 1672hp, 1674hp, 1676hp, 1678hp, 1680hp, 1682hp, 1684hp, 1686hp, 1688hp, 1690hp, 1692hp, 1694hp, 1696hp, 1698hp, 1700hp, 1702hp, 1704hp, 1706hp, 1708hp, 1710hp, 1712hp, 1714hp, 1716hp, 1718hp, 1720hp, 1722hp, 1724hp, 1726hp, 1728hp, 1730hp, 1732hp, 1734hp, 1736hp, 1738hp, 1740hp, 1742hp, 1744hp, 1746hp, 1748hp, 1750hp, 1752hp, 1754hp, 1756hp, 1758hp, 1760hp, 1762hp, 1764hp, 1766hp, 1768hp, 1770hp, 1772hp, 1774hp, 1776hp, 1778hp, 1780hp, 1782hp, 1784hp, 1786hp, 1788hp, 1790hp, 1792hp, 1794hp, 1796hp, 1798hp, 1800hp, 1802hp, 1804hp, 1806hp, 1808hp, 1810hp, 1812hp, 1814hp, 1816hp, 1818hp, 1820hp, 1822hp, 1824hp, 1826hp, 1828hp, 1830hp, 1832hp, 1834hp, 1836hp, 1838hp, 1840hp, 1842hp, 1844hp, 1846hp, 1848hp, 1850hp, 1852hp, 1854hp, 1856hp, 1858hp, 1860hp, 1862hp, 1864hp, 1866hp, 1868hp, 1870hp, 1872hp, 1874hp, 1876hp, 1878hp, 1880hp, 1882hp, 1884hp, 1886hp, 1888hp, 1890hp, 1892hp, 1894hp, 1896hp, 1898hp, 1900hp, 1902hp, 1904hp, 1906hp, 1908hp, 1910hp, 1912hp, 1914hp, 1916hp, 1918hp, 1920hp, 1922hp, 1924hp, 1926hp, 1928hp, 1930hp, 1932hp, 1934hp, 1936hp, 1938hp, 1940hp, 1942hp, 1944hp, 1946hp, 1948hp, 1950hp, 1952hp, 1954hp, 1956hp, 1958hp, 1960hp, 1962hp, 1964hp, 1966hp, 1968hp, 1970hp, 1972hp, 1974hp, 1976hp, 1978hp, 1980hp, 1982hp, 1984hp, 1986hp, 1988hp, 1990hp, 1992hp, 1994hp, 1996hp, 1998hp, 2000hp, 2002hp, 2004hp, 2006hp, 2008hp, 2010hp, 2012hp, 2014hp, 2016hp, 2018hp, 2020hp, 2022hp, 2024hp, 2026hp, 2028hp, 2030hp, 2032hp, 2034hp, 2036hp, 2038hp, 2040hp, 2042hp, 2044hp, 2046hp, 2048hp, 2050hp, 2052hp, 2054hp, 2056hp, 2058hp, 2060hp, 2062hp, 2064hp, 2066hp, 2068hp, 2070hp, 2072hp, 2074hp, 2076hp, 2078hp, 2080hp, 2082hp, 2084hp, 2086hp, 2088hp, 2090hp, 2092hp, 2094hp, 2096hp, 2098hp, 2100hp, 2102hp, 2104hp, 2106hp, 2108hp, 2110hp, 2112hp, 2114hp, 2116hp, 2118hp, 2120hp, 2122hp, 2124hp, 2126hp, 2128hp, 2130hp, 2132hp, 2134hp, 2136hp, 2138hp, 2140hp, 2142hp, 2144hp, 2146hp, 2148hp, 2150hp, 2152hp, 2154hp, 2156hp, 2158hp, 2160hp, 2162hp, 2164hp, 2166hp, 2168hp, 2170hp, 2172hp, 2174hp, 2176hp, 2178hp, 2180hp, 2182hp, 2184hp, 2186hp, 2188hp, 2190hp, 2192hp, 2194hp, 2196hp, 2198hp, 2200hp, 2202hp, 2204hp, 2206hp, 2208hp, 2210hp, 2212hp, 2214hp, 2216hp, 2218hp, 2220hp, 2222hp, 2224hp, 2226hp, 2228hp, 2230hp, 2232hp, 2234hp, 2236hp, 2238hp, 2240hp, 2242hp, 2244hp, 2246hp, 2248hp, 2250hp, 2252hp, 2254hp, 2256hp, 2258hp, 2260hp, 2262hp, 2264hp, 2266hp, 2268hp, 2270hp, 2272hp, 2274hp, 2276hp, 2278hp, 2280hp, 2282hp, 2284hp, 2286hp, 2288hp, 2290hp, 2292hp, 2294hp, 2296hp, 2298hp, 2300hp, 2302hp, 2304hp, 2306hp, 2308hp, 2310hp, 2312hp, 2314hp, 2316hp, 2318hp, 2320hp, 2322hp, 2324hp, 2326hp, 2328hp, 2330hp, 2332hp, 2334hp, 2336hp, 2338hp, 2340hp, 2342hp, 2344hp, 2346hp, 2348hp, 2350hp, 2352hp, 2354hp, 2356hp, 2358hp, 2360hp, 2362hp, 2364hp, 2366hp, 2368hp, 2370hp, 2372hp, 2374hp, 2376hp, 2378hp, 2380hp, 2382hp, 2384hp, 2386hp, 2388hp, 2390hp, 2392hp, 2394hp, 2396hp, 2398hp, 2400hp, 2402hp, 2404hp, 2406hp, 2408hp, 2410hp, 2412hp, 2414hp, 2416hp, 2418hp, 2420hp, 2422hp, 2424hp, 2426hp, 2428hp, 2430hp, 2432hp, 2434hp, 2436hp, 2438hp, 2440hp, 2442hp, 2444hp, 2446hp, 2448hp, 2450hp, 2452hp, 2454hp, 2456hp, 2458hp, 2460hp, 2462hp, 2464hp, 2466hp, 2468hp, 2470hp, 2472hp, 2474hp, 2476hp, 2478hp, 2480hp, 2482hp, 2484hp, 2486hp, 2488hp, 2490hp, 2492hp, 2494hp, 2496hp, 2498hp, 2500hp, 2502hp, 2504hp, 2506hp, 2508hp, 2510hp, 2512hp, 2514hp, 2516hp, 2518hp, 2520hp, 2522hp, 2524hp, 2526hp, 2528hp, 2530hp, 2532hp, 2534hp, 2536hp, 2538hp, 2540hp, 2542hp, 2544hp, 2546hp, 2548hp, 2550hp, 2552hp, 2554hp, 2556hp, 2558hp, 2560hp, 2562hp, 2564hp, 2566hp, 2568hp, 2570hp, 2572hp, 2574hp, 2576hp, 2578hp, 2580hp, 2582hp, 2584hp, 2586hp, 2588hp, 2590hp, 2592hp, 2594hp, 2596hp, 2598hp, 2600hp, 2602hp, 2604hp, 2606hp, 2608hp, 2610hp, 2612hp, 2614hp, 2616hp, 2618hp, 2620hp, 2622hp, 2624hp, 2626hp, 2628hp, 2630hp, 2632hp, 2634hp, 2636hp, 2638hp, 2640hp, 2642hp, 2644hp, 2646hp, 2648hp, 2650hp, 2652hp, 2654hp, 2656hp, 2658hp, 2660hp, 2662hp, 2664hp, 2666hp, 2668hp, 2670hp, 2672hp, 2674hp, 2676hp, 2678hp, 2680hp, 2682hp, 2684hp, 2686hp, 2688hp, 2690hp, 2692hp, 2694hp, 2696hp, 2698hp, 2700hp, 2702hp, 2704hp, 2706hp, 2708hp, 2710hp, 2712hp, 2714hp, 2716hp, 2718hp, 2720hp, 2722hp, 2724hp, 2726hp, 2728hp, 2730hp, 2732hp, 2734hp, 2736hp, 2738hp, 2740hp, 2742hp, 2744hp, 2746hp, 2748hp, 2750hp, 2752hp, 2754hp, 2756hp, 2758hp, 2760hp, 2762hp, 2764hp, 2766hp, 2768hp, 2770hp, 2772hp, 2774hp, 2776hp, 2778hp, 2780hp, 2782hp, 2784hp, 2786hp, 2788hp, 2790hp, 2792hp, 2794hp, 2796hp, 2798hp, 2800hp, 2802hp, 2804hp, 2806hp, 2808hp, 2810hp, 2812hp, 2814hp, 2816hp, 2818hp, 2820hp, 2822hp, 2824hp, 2826hp, 2828hp, 2830hp, 2832hp, 2834hp, 2836hp, 2838hp, 2840hp, 2842hp, 2844hp, 2846hp, 2848hp, 2850hp, 2852hp, 2854hp, 2856hp, 2858hp, 2860hp, 2862hp, 2864hp, 2866hp, 2868hp, 2870hp, 2872hp, 2874hp, 2876hp, 2878hp, 2880hp, 2882hp, 2884hp, 2886hp, 2888hp, 2890hp, 2892hp, 2894hp, 2896hp, 2898hp, 2900hp, 2902hp, 2904hp, 2906hp, 2908hp, 2910hp, 2912hp, 2914hp, 2916hp, 2918hp, 2920hp, 2922hp, 2924hp, 2926hp, 2928hp, 2930hp, 2932hp, 2934hp, 2936hp, 2938hp, 2940hp, 2942hp, 2944hp, 2946hp, 2948hp, 2950hp, 2952hp, 2954hp, 2956hp, 2958hp, 2960hp, 2962hp, 2964hp, 2966hp, 2968hp, 2970hp, 2972hp, 2974hp, 2976hp, 2978hp, 2980hp, 2982hp, 2984hp, 2986hp, 2988hp, 2990hp, 2992hp, 2994hp, 2996hp, 2998hp, 3000hp, 3002hp, 3004hp, 3006hp, 3008hp, 3010hp, 3012hp, 3014hp, 3016hp, 3018hp, 3020hp, 3022hp, 3024hp, 3026hp, 3028hp, 3030hp, 3032hp, 3034hp, 3036hp, 3038hp, 3040hp, 3042hp, 3044hp, 3046hp, 3048hp, 3050hp, 3052hp, 3054hp, 3056hp, 3058hp, 3060hp, 3062hp, 3064hp, 3066hp, 3068hp, 3070hp, 3072hp, 3074hp, 3076hp, 3078hp, 3080hp, 3082hp, 3084hp, 3086hp, 3088hp, 3090hp, 3092hp, 3094hp, 3096hp, 3098hp, 3100hp, 3102hp, 3104hp, 3106hp, 3108hp, 3110hp, 3112hp, 3114hp, 3116hp, 3118hp, 3120hp, 3122hp, 3124hp, 3126hp, 3128hp, 3130hp, 3132hp, 3134hp, 3136hp, 3138hp, 3140hp, 3142hp, 3144hp, 3146hp, 3148hp, 3150hp, 3152hp, 3154hp, 3156hp, 3158hp, 3160hp, 3162hp, 3164hp, 3166hp, 3168hp, 3170hp, 3172hp, 3174hp, 3176hp, 3178hp, 3180hp, 3182hp, 3184hp, 3186hp, 3188hp, 3190hp, 3192hp, 3194hp, 3196hp, 3198hp, 3200hp, 3202hp, 3204hp, 3206hp, 3208hp, 3210hp, 3212hp, 3214hp, 3216hp, 3218hp, 3220hp, 3222hp, 3224hp, 3226hp, 3228hp, 3230hp, 3232hp, 3234hp, 3236hp, 3238hp, 3240hp, 3242hp, 3244hp, 3246hp, 3248hp, 3250hp, 3252hp, 3254hp, 3256hp, 3258hp, 3260hp, 3262hp, 3264hp, 3266hp, 3268hp, 3270hp, 3272hp, 3274hp, 3276hp, 3278hp, 3280hp, 3282hp, 3284hp, 3286hp, 3288hp, 3290hp, 3292hp, 3294hp, 3296hp, 3298hp, 3300hp, 3302hp, 3304hp, 3306hp, 3308hp, 3310hp, 3312hp, 3314hp, 3316hp, 3318hp, 3320hp, 3322hp, 3324hp, 3326hp, 3328hp, 3330hp, 3332hp, 3334hp, 3336hp, 3338hp, 3340hp, 3342hp, 3344hp, 3346hp, 3348hp, 3350hp, 3352hp, 3354hp, 3356hp, 3358hp, 3360hp, 3362hp, 3364hp, 3366hp, 3368hp, 3370hp, 3372hp, 3374hp, 3376hp, 3378hp, 3380hp, 3382hp, 3384hp, 3386hp, 3388hp, 3390hp, 3392hp, 3394hp, 3396hp, 3398hp, 3400hp, 3402hp, 3404hp, 3406hp, 3408hp, 3410hp, 3412hp, 3414hp, 3416hp, 3418hp, 3420hp, 3422hp, 3424hp, 3426hp, 3428hp, 3430hp, 3432hp, 3434hp, 3436hp, 3438hp, 3440hp, 3442hp, 3444hp, 3446hp, 3448hp, 3450hp, 3452hp, 3454hp, 3456hp, 3458hp, 3460hp, 3462hp, 3464hp, 3466hp, 3468hp, 3470hp

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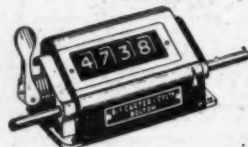
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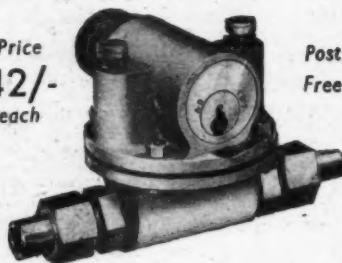
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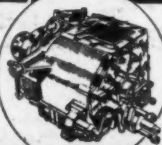
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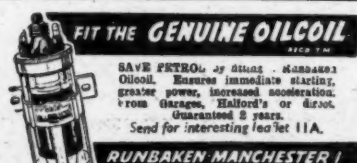
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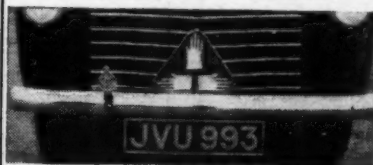
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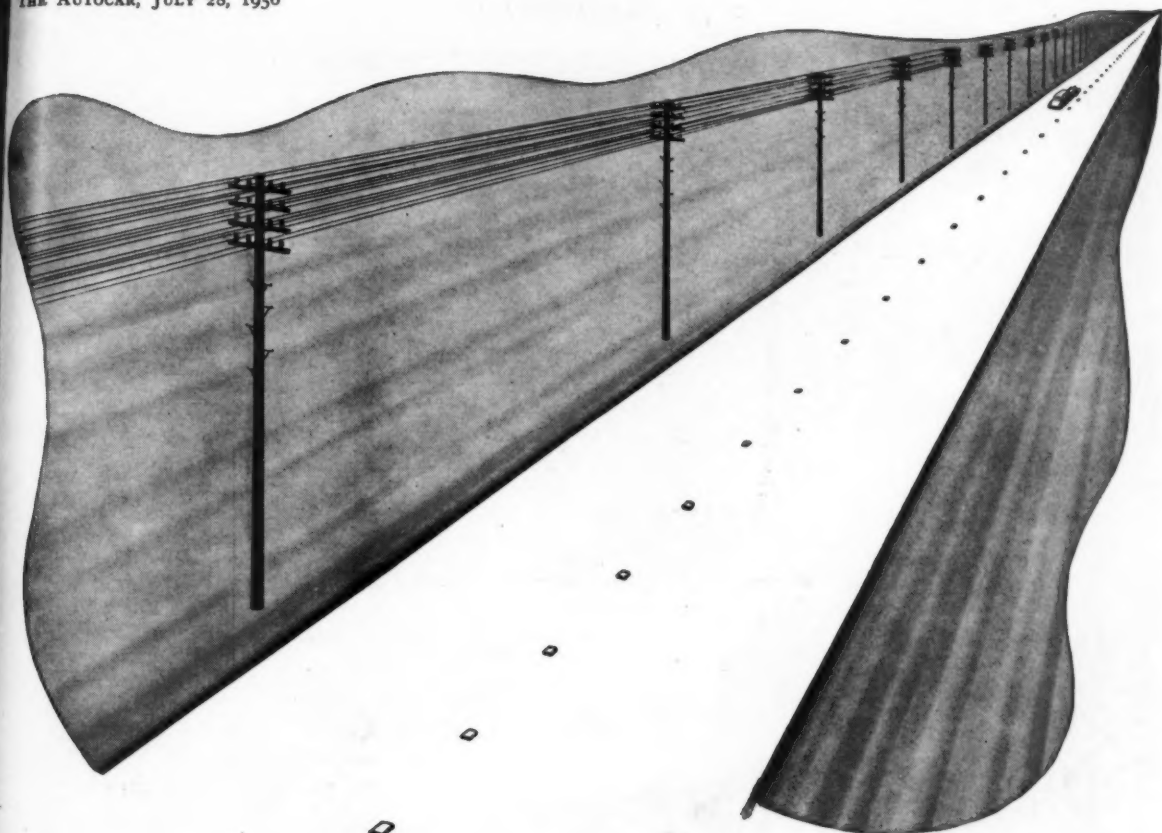


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